ALL HANDS

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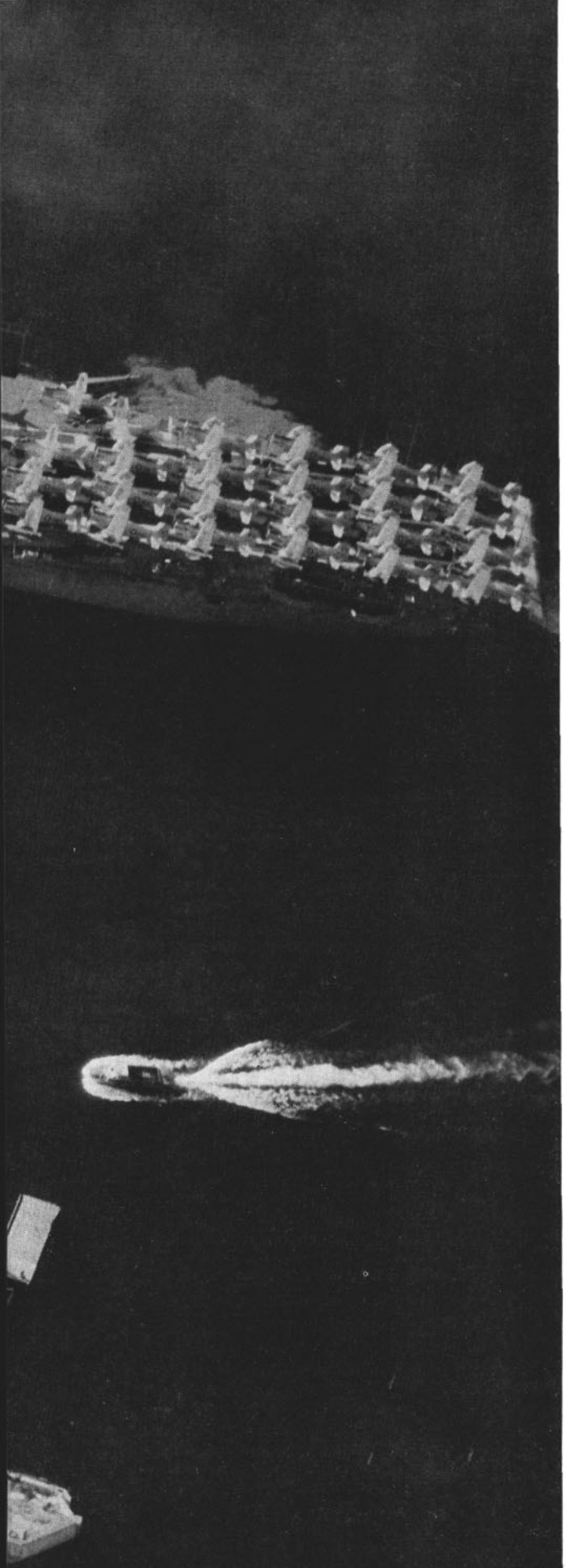
AUGUST 1958

ARIZONA



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

August 1958 Nav-Pers-O NUMBER 499

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• **FRONT COVER: A GASSER— USS *Harry E. Hubbard* (DD 748) takes on fuel from USS *Bon Homme Richard* (CVA 31) as the two ships make their way through Pacific off Okinawa.**

• **AT LEFT: SILENT TRIBUTE—USS *Bennington* (CVA 20) pays homage to the sunken battleship USS *Arizona* (BB 39) which still stands as a shrine to Navymen who lost their lives in the 7 December attack. Note the outline of *Arizona*'s bow beneath the water. (See story on page 46).**

• **CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.**

ROUNDUP ON SHIPS

WHAT'S GOING ON IN THE

"The time has come," the Walrus said,
"To talk of many things:
Of subs—and "cans"—and carriers—
Of missiles—and of wings"

THIS PARAPHRASING of a stanza by Lewis Carroll is appropriate today when every sailor lives in a "wonderland" of talk concerning nuclear-powered submarines and surface ships, guided missiles and supersonic aircraft.

But few Navymen are driven through the seas by atomic power, and only a small portion of the gunner's mates have traded in the conventional five- and eight-inch guns for guided missiles. Many pilots have known the thrill of smashing the sound barrier, but there are still some who haven't, and many destroyers which hunt submarines during training exercises still use hedgehogs, conventional torpedoes and depth charges.

But the "wonderland" of new developments is just over the horizon. In fact, its vanguard is already with us in the form of three nuclear-powered submarines which will grow into a force, of 10, then 20 and even more. Guided missile cruisers foretell the approaching *Long Beach*, CG (N) 9 which, like a new giant aircraft carrier, will be driven by nuclear reactors. As fast as these new ships cross over the horizon they replace dated combat units.

For instance, the Navy recently announced that 31 new and converted ships, designed to fight the total war of atomic retaliation as well as the limited conflict of the Korean type, will replace 48 veteran ships destined for mothballing during the next fiscal year. In addition, 14 destroyer-type ships now serving with the Fleet will be assigned Reserve training duties.

Largest and most significant items on the inactivation list are the four aircraft carriers destined to leave the Fleet. They are USS *Boxer* (CVS 21), *Philippine Sea* (CVS 47), *Leyte* (CVS 32) and *Princeton* (CVS 37). *Boxer* is taking part in Operation Hardtack, the atomic tests at the Pacific Proving Grounds, while the other three have been employed in antisubmarine training. They will be replaced in the ASW lineup by three reclassified CVAs.

REPLACING THE CARRIERS on the Fleet roster will be *Independence* (CVA 62), currently scheduled for completion in April 1959, and the converted *Oriskany* (CVA 34) which will be recommissioned early in the same year. The Fleet has already gained the services of the modernized *Franklin D. Roosevelt* (CVA 42), *Midway* (CVA 41) and the new *Forrestal* (CVA 59), *Saratoga* (CVA 60) and *Ranger* (CVA 61).

Another indication of the present-day trend is suggested by the list of four cruisers being inactivated. Three of our newer cruiser types, USS *Salem* (CA 139), flagship for the Sixth Fleet for the past two years, and the light cruiser USS *Worcester* (CL 144) and *Roanoke* (CL 145), were included on the list to be inactivated along with older *Columbus* (CA 74).

For atomic age replacements the Navy is looking to *Galveston* (CLG 3) which will complete her fitting-out period in September and join the Fleet with her *Talos* missile armament. She is the first of six light cruisers undergoing missile conversions. Her sisterships, *Little Rock* (CLG 4) and *Oklahoma City* (CLG 5), will join the Fleet in the first half of 1959.

The remainder of the ships headed for inactivation are of the destroyer and patrol types as well as a number of Fleet auxiliaries. Also, 11 submarines, made up of five SSRs, an SSK, and five conventional sub-

NEW LOOK AT SEA—USS *Du Pont (DD 941)* in wake of USS *Ranger* (CVA 61).

FLEET?

marines, are on the inactivation list.

Pacific Fleet will lose 25 ships as a result of the reduction, while the East Coast force will drop 23 ships from its listings. (See page 8 for a complete listing of the ships, their homeports and inactivation dates.)

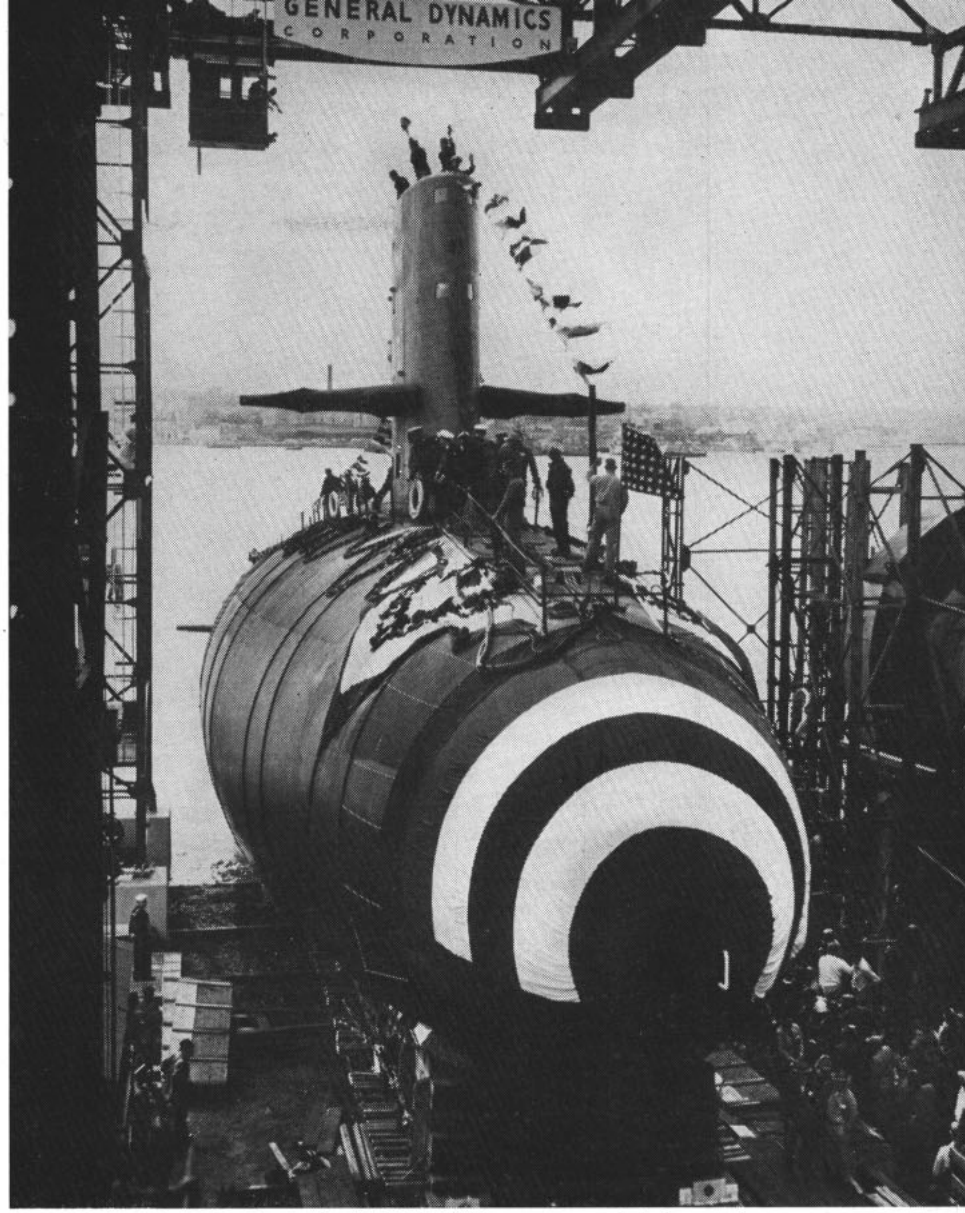
These inactivations, latest in a series that will reduce the Navy from 970 ships in mid-1957 to 864 by 30 Jun 1959, are being made to make room for new and converted ships due to join the Fleet during fiscal 1959 and to reduce the over-all number of active Fleet units to the total made necessary by the Navy's personnel program. The ships named were selected on a basis of providing the most effective employment of personnel and funds during the forthcoming year and to give the best balance of naval forces possible within the limits of total forces available.

HOWEVER, as was stated earlier, that wonderland is just around the corner. Reports on new construction and conversions show 117 being built from the keel up and 22 existing hulls undergoing conversion (totals as of 1 April). All of the new ships are scheduled for delivery by the end of 1961 and include such items as the 85,000-ton nuclear-powered carrier *Enterprise*, CVA (N) 65, the nuclear-powered cruiser *Long Beach*, 13 guided missile destroyers, and 17 nuclear-powered submarines.

This listing includes the three nuclear-powered Fleet ballistic missile submarines under construction. Contracts for the three *Polaris*-launching platforms were let only recently.

The present conversion program will bring 19 redesigned ships to the Fleet by 1960. Nine cruisers are undergoing the guided missile treatment (work on two has been suspended). This modernization will give them the ability to provide air protection for fast carrier striking forces or amphibious landings. Two carriers are being modernized and four YAGRs are being readied for ocean station radar duties.

The proposed 1959 shipbuilding program includes 20 new ships, 13 of which will have guided missile capabilities (seven frigates, five destroyers, one submarine). Six of the ships for which the Navy is requesting authorization are nuclear-powered—a guided missile frigate and five nuclear-powered submarines. An auxiliary and two amphibious assault ships complete the new ship procurement plan which also calls for funds for long-lead-time components of a nuclear-powered attack carrier which will be included in the 1960 request.



WHAT'S THIS?—USS *Skipjack*, SS(N) 585, is an unusual sight on the ways.

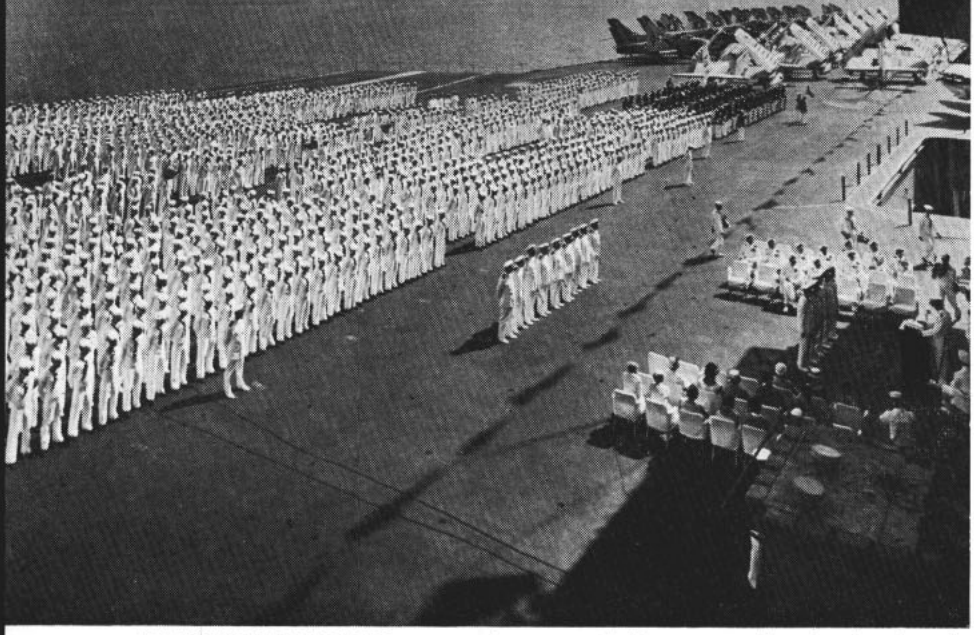
Under the proposed 1959 conversion program the Navy hopes to convert two cruisers to guided missile ships capable of launching a wide variety of powerful missiles. The sea service also wants to replace the sodium reactor in USS *Seawolf*, SS (N) 575, with a pressurized water reactor and wants to make design changes on the experimental submarine USS *Albacore*, AG(SS) 569.

Present planning also calls for three LSDs to become seaplane tenders and one Mariner hull to be converted for attack transport duties.

AS NEW SHIPS are commissioned they will replace the older types on a ship-for-ship ratio. This is due to the higher cost and the superior combat capabilities of our new carriers, missile ships and other units. At present we lead the world in utilization of nuclear propulsion and our guided missile potential is increasing at a rapid rate.

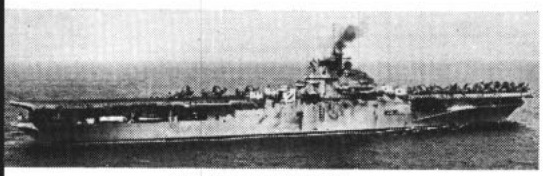
In the words of the Chief of the Bureau of Ships, "The 1959 program will enable us to meet our most urgent requirements and to continue to introduce the most recently developed weapons systems into the Fleet." To find the action which proves these words, take a look at the submarine forces.

The Navy's third atomic sub, USS *Skate*, SS(N) 578, completed her

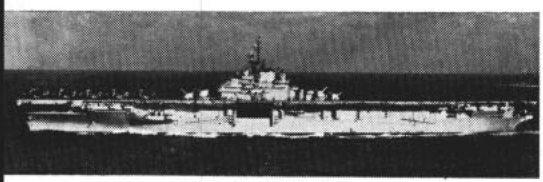


NAVYMEN MANNING new and converted ships are well trained to handle latest equipment. Here, Navymen stand formation on *USS Forrestal* (CVA 59).

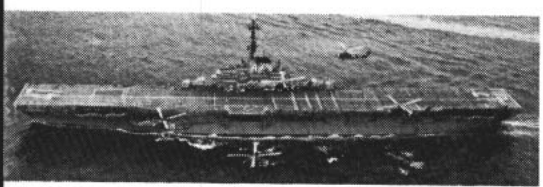
USS *Princeton* (CVS 37)



USS *Boxer* (CVS 21)



USS *Leyte* (CVS 32)



USS *Philippine Sea* (CVS 47)

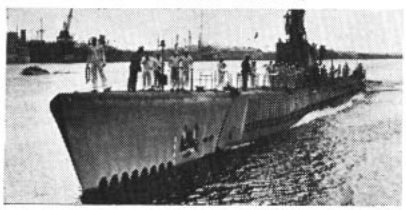
USS *Spinax* (SSR 489)

shakedown with flying colors. She set off from New London, Conn., and 203 hours later arrived off Portsmouth, England—making the entire trip while submerged. Returning, the $31 million underseas craft submerged off Lizard Head, at the entrance to the English Channel, and 173 hours later surfaced near Block Island. Both trips are claimed as record runs for submerged submarines and *Skate* was said to have performed perfectly during the sustained high-speed runs.

Shortly after return, it was announced that *Skate* would join USS *Nautilus*, SS(N) 571, and *Seawolf*, SS(N) 575, the first nuclear submarine division in U.S. naval history. The three boats were assigned to SubDiv 102 at New London. The other three boats now in the six-ship division are the diesel-powered USS *Hardhead* (SS 365), *Bang* (SS 385) and *Halfbeak* (SS 352). The three nuclear boats replaced USS *Croaker* (SSK 246) and *Angler* (SSK 240) which were reassigned to SubDiv 81. As more of the atomic subs join the Atlantic Fleet they will be incorporated into this division.

Nautilus is training with the Pacific Fleet again this summer. She left for her second visit to PacFlt in mid-spring and will spend two months operating with West Coast units. None of the atomic subs has been assigned to Pacific Fleet as yet.

USS *Archerfish* (SS 311)



USS *Swordfish*, SS(N), 579

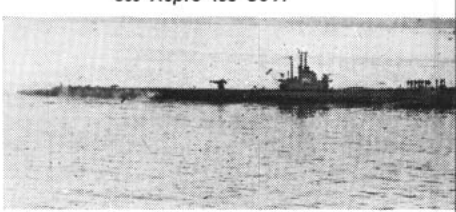
SWORDFISH will join Fleet in fall.

Seawolf, recently named as flagship for Commander Submarine Force, Atlantic Fleet, features a new secret weapon—a shocking pink exercise machine. The device was brought on board to provide exercise for crew members who have to go for weeks at a time without exercise. Although featuring more room than World War II type subs, the nuclear boats still do not have enough space for calisthenics or athletic contests. In addition, they remain at sea for longer periods and remain submerged longer. These periods of inactivity and the heaps of good food for which the "Silent Service" is famous, lend importance to the electric exercise device. *PINK*??????

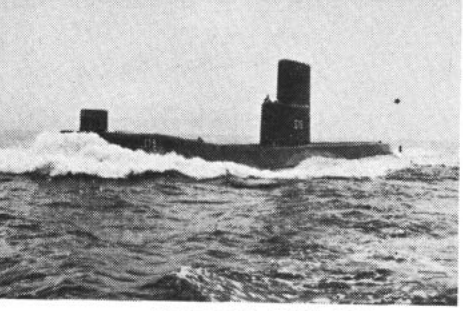
USS *Grayback*, (SSG 574), flying the battle-gloried colors of her WW II predecessor lost on its tenth war patrol, was commissioned early this year at Mare Island Naval Shipyard. The diesel-powered guided missile sub is with the Pacific Fleet.

Grayback is the first submarine capable of firing the supersonic *Regulus II* missile. This bird can carry its nuclear warhead over a range of more than 1000 miles at speeds of Mach 2 or twice the speed of sound. The missiles are carried in twin-cylinder-shaped hangars faired into the submarine's upper hull forward. The launching platform is aft of hangars, but forward of sail.

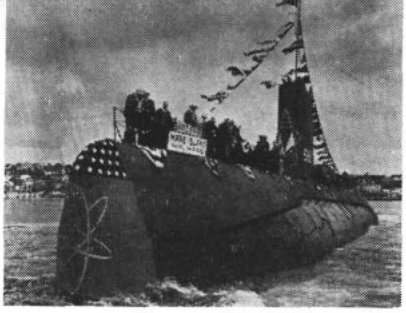
USS *Aspro* (SS 309)



TAKING A REST — Carriers and subs pictured above are headed for the Atlantic and Pacific Reserve Fleets.



USS Seawolf, SS(N), 575



USS Sargo, SS(N), 583

USS Nautilus, SS(N), 571

GROWING FAST—Navy's ever expanding Fleet of nuclear-powered subs is shown here. These are already in the water and more A-subs are on the way.

The 320-foot long submarine was originally scheduled for launching in 1956, but while still on the ways it was decided to convert her for guided missile duties. Her hull was cut in two, and approximately 50 feet added to accommodate the missile hangars.

Less than a month after *Grayback* was commissioned, *Growler*, the future SSG 577, was launched at the Portsmouth Naval Shipyard. Also diesel-powered, *Growler* is only 317-feet long and features the same hangar arrangement as *Grayback*. These two were the only two diesel-powered submarines designed by the Navy for *Regulus II*, but the underseas Fleet is looking forward to the addition of the nuclear-powered guided missile sub *Halibut*, SS(N) 587, which will be launched in December and *Permit*, SSG(N) 594, which has not as yet been laid down. Both are designed for *Regulus II*.

It might be mentioned here that *Growler* was the 124th submarine built at the Portsmouth yard. Four others are under construction there, including three nuclear boats. In contrast, *Grayback* was the first submarine completely blue-printed at Mare Island and 27th built there.

From other news concerning missiles and subs comes word that work has begun on the three Fleet ballistic missile boats ordered early this year. One is being built at Mare Island and the other two at New London, Conn. Generally dynamic in appearance, the whale-shaped hull (380 feet-long) will contain launching racks for a number of the 1500-mile *Polaris* missiles that may be fired while the submarine is submerged.

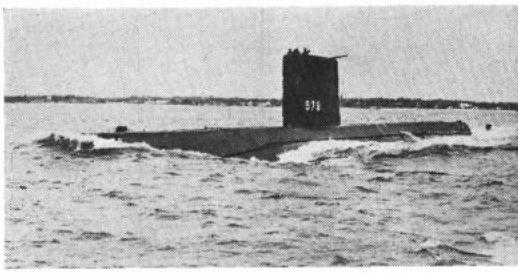
THE *Polaris* weapons system will be operational by October 1960 according to the Chief of Naval Operations. The system includes not only the missile, but also its nuclear-powered submarine launching platform and trained crews.

The *Polaris* boats will be equipped with SINS, the Navy's revolutionary new navigation system, and with new stabilizing and electronics equipment. Orders for the reactors for the three ships have been placed at a cost of more than $6 million.

The latest nuclear sub to be launched is USS *Skipjack*, SS(N) 585. It is patterned after the design of the high performance *Albacore* (whale-shaped hull, single screw), but has its diving planes mounted on the sail, like wings. *Skipback* will displace 2850 tons. The keels for four sisterships, *Sculpin*, SS(N) 590; *Shark*, SS(N) 591; *Snook*, SS(N) 592; and *Thresher*, SS(N) 593, were laid early this year along with the plates for the smaller (2490 tons) *Tullibee*, SS(N) 597, slated to go down in early summer.

An even smaller sub, the 2310-ton *Seadragon*, SS(N) 584, is scheduled for launching in September, one month before its sisterships *Swordfish*, SS(N) 579, and *Sargo*, SS(N) 583, are scheduled for commissioning.

Three diesel-powered 1690-ton attack subs are being launched this year. They are *Barbel* (SS 580) launched in July, *Blueback* (SS 581) and *Bonefish* (SS 582). All are members of a new fast attack class based on the *Albacore* design.

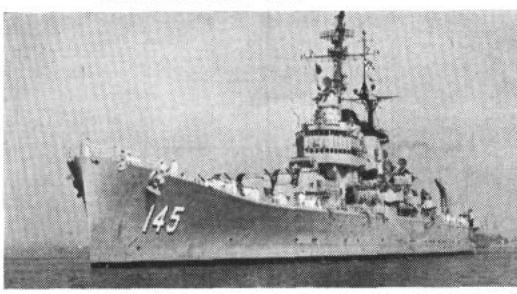


USS Skate, SS(N), 578

Another fast attack submarine (*Tang* class), USS *Gudgeon*, (SS 567), flagship for the Pacific Fleet Submarine Force, recently completed the first around-the-world cruise to be made by a U.S. submarine. She left her Pearl Harbor homeport last year for a routine deployment in the Far East. Eight months later she returned after having covered 26,859 miles, visited 12 countries, and sailed in three oceans and numerous seas.

During the cruise which carried *Gudgeon* away from normal supply points and repair bases, every square inch of the boat was packed with food and spare parts. Fresh canned milk, for example, was carried in the torpedo tubes. The globe-trotting sub came home to a welcome supplied by dancing hula girls, a helicopter dropping leis, and a fireboat

USS Roanoke (CL 145)



USS Tilefish (SS 307)

USS Worcester (CL 144) and

USS Salem (CA 139)

TIME TO RETIRE — New and converted ships will take over for these ships that are soon to be mothballed.

TERRIER TWINS—The Fleet's first two guided missile cruisers cruise side by side in Atlantic. More guided missile cruisers will soon be joining these ships.

spewing water to the accompaniment of a Navy band.

A QUESTION has been raised that indicates the activity of one Pacific Fleet boat. USS *Sabalo* (SS 302) made a hand dive in 64 seconds. The dive was made from one engine standard speed and except for the CO, XO and control room watch, no one aboard had prior knowledge that the dive would be by hand. Is this a new record for this evolution?

USS *Perch*, AP(SS) 313, took part early this year in tests off the shores of Camp Pendleton, Calif. Five HOK1 helicopters operating from the deck of *Perch*, carried 75 members of C Company, First Reconnaissance Battalion, 400 yards to the beach in 25 sorties. The choppers were from Marine Observation Squadron Six, whose pilots made 170 landings on the *Perch* during two days of tests.

If you are wondering where *Perch* carried the helicopters, it didn't. In practice the choppers would come in from a carrier lying far out at sea. They could refuel on the submarine and head in to drop the scouts off in the surf.

Over on the Atlantic side three New London subs have gone south to find new homeports. USS *Atule* (SS 403), *Grenadier* (SS 525), and *Tirante* (SS 420) are now operating from Key West, Fla. They replaced submarines that are to be decommissioned, maintaining uniform strength throughout the LantFlt force.

A 312-foot Fleet snorkel submarine has been loaned to the Royal Hellenic Navy (Greece) under provisions of the Mutual Defense Assistance Program. Formerly USS *Jack* (SS 259), the submarine was commissioned His Hellenic Majesty's Ship *Amphitriti*. *Jack* ranked ninth among U.S. undersea ships in enemy tonnage sunk during World War II.

This is the second vessel transferred to Greece by the U.S. *Lapon* (SS 260) made the switch last year and was christened HHMS *Poseidon*.

IN A RAPID switch from the "black shoe" to the "brown shoe" Navy we find the big news in the laying of the keel for the atomic-powered aircraft carrier *Enterprise*. Powered by eight reactors, the new "Big E" will be able to steam for more than two years before replenishing her nuclear fuel supply.

Enterprise, seventh ship to bear the name, will be about 1100 feet long and will displace 85,000 tons. She will cost some $312 million and will be armed with guided missiles for protection against air attack and her planes will be able to play an important role in the limited war as well as the all-out atomic conflict.

CVA 62, *Independence*, launched in June (see page 59) will join sisterships already serving with the Fleet. She will feature conventional armament for air defense purposes, but *Kitty Hawk* (CVA 63) and *Constellation* (CVA 64) will be armed with *Terrier* missiles.

The surface-to-air *Terrier* missile has a range of about 10 miles and rides a radar beam to its target. The 15-foot weapon is loaded onto its launcher, trained, elevated and fired by an automatic system.

Undergoing conversion at the Naval Shipyard, San Francisco, USS *Oriskany* (CVA 34), and at Puget Sound, *Coral Sea* (CVA 43). *Oriskany*, last of the *Essex*-class carriers to receive the modernization, will be recommissioned in 1959. *Coral Sea*, third and last ship in the *Midway*-class to be converted will quit the yard in early 1960.

SPEAKING OF SHIPS leaving the yard brings us to USS *Lexington* (CVA 16), which quit the yard in Bremerton this spring after a routine overhaul. Some 96,000 man-days of labor went into the upkeep which included a complete overhaul of the main propulsion system, some alterations and a general scrub down. She also was in Pudget Sound Naval Shipyard three years ago undergoing modernization. Recommissioned in August 1955, she made two tours to the Far East before returning to the yard for the current overhaul.

USS *Yorktown* (CVS 10) was also at Puget Sound until early this year, for overhaul. Work on her lasted four months and accounted for some 68,000 man-days of labor.

In need of some repair work earlier this year was the MSTS carrier USS *Corregidor* (T-CVU 58) which suffered a cracked hull during an Atlantic storm. Some water entered the 487-foot-long carrier which was launched in 1943, but she arrived safe in port.

Tinian (CVHE 123) was also tossed about by a storm. The ocean-going tug USS *Yuma* (ATF 94) was towing the mothballed carrier off the West Coast when rough seas snapped the tow lines. But again the ship reached the safety of sheltered waters without further incident.

A storm also delayed the return of USS *Kearsarge* (CVA 33), coming home after an eight-month tour of duty with the Seventh Fleet. Speaking of aircraft carriers, USS *Ranger* (CVA 61) reported for duty with Pacific Fleet this summer. She completed her shakedown cruise in the Caribbean before last Christmas and went to Norfolk Naval Shipyard for routine overhaul in February.

USS *Valley Forge* (CVS 45) has become the permanent flagship for a new antisubmarine task group. Eight DDEs from Escort Destroyer Squadron 28 have been assigned to the force, designated Force Alfa. The DDEs are USS *Robert A. Owens* (DDE 827), *Waller* (DDE 466), *Conway* (DDE 507), *Cony* (DDE 508), *Eaton* (DDE 510), *Bache*

(DDE 470), *Beale* (DDE 471), and *Murray* (DDE 576).

Ships and air units will be assigned to the Force for periods of 18 months to obtain the maximum benefits from constant training in new tactics and weapons.

SPEAKING OF DESTROYER types, the Pacific Fleet will receive seven brand new DDs by mid-1959. They will join CruDesPac in the following order as they are commissioned: *Hull* (DD 945), *Edson* (DD 946), *Morton* (DD 948), *Richard S. Edwards* (DD 950), *Parsons* (DD 949), *Somers* (DD 947), and *Turner Joy* (DD 951).

All are of the 2800-ton *Forrest Sherman* class. Another ship in the class, USS *Mullinnix* (DD 944), was commissioned in March.

One of two DEs at present under construction (two others, DE 1035 and 1036, have been suspended) is scheduled for commissioning in November. It is *Claud Jones* (DE 1033), sistership to the 1300-ton USS *Hooper* (DE 1026) which was commissioned in March.

Five guided missile frigates will be launched this year, but none of the 10 under construction will be completed until late 1959. The keels for six guided missile destroyers will be laid this year, but as you can see on the chart (see box) none of 13 authorized will be completed until 1960.

Several other destroyer Force items that crossed the ALL HANDS news desk told of the tender USS *Dixie* (AD 14) returning from a seven-month tour in the Far East early this year. She relieved USS *Piedmont* (AD 17) at Kobe, Japan, and was later relieved by USS *Prairie* (AD 15). Also, the former *Anthony* (DD 515) was transferred to the Republic of West Germany at Charleston, S.C., early this year. She became the first DD to join this NATO nation's Navy and was christened Z-1.

DesDiv 51 returned to San Diego recently after a seven-month Far East tour with the Seventh Fleet. The division includes USS *Gurke* (DD 783), *Rowan* (DD 782), *Henderson* (DD 785), and *Southerland* (DDR 743). The later two took part in the relief mission to Ceylon described in the May issue of ALL HANDS.

Rowan and *Gurke* were plane guards for the carrier *Kearsarge* during her cruises for the Japanese royal family and other dignitaries. *Gurke* also represented the U.S. in an International Baseball Tournament at Hong Kong, defeating the Filipino favorites, 26-7.

USS *Stembel* (DD 644)—veteran of 10 Pacific campaigns, credited with destroying four enemy aircraft and sinking eight enemy ships and rescuer of nearly 400 officers and men during World War II—has been inactivated for the second time. The Korean conflict saw *Stembel* at Kojo

SHIPS UNDER CONSTRUCTION AND CONVERSION
DELIVERY YEAR

Type	Total	1958	1959	1960	1961
AE Ammunition Ship	3		3		
T-AKD Cargo Ship Dock	1	1			
CG(N) Nuclear Guided Missile Cruiser	1			1	
CVA Attack Aircraft Cruiser	3		1	1	1
CVA(N) Nuclear Attack Aircraft Carrier	1				1
DD Destroyer	7	4	3		
DDG Guided Missile Destroyer	13			7	6
DE Escort Vessel	4*	1	3		
DLG Guided Missile Frigate	10		2	6	2
LCU Utility Landing Craft	10	3	7		
LPH Amphibious Assault Ship	1	(No Completion Date Set)			
LST Tank Landing Ship	4	4			
MSC Minesweeper, Coastal	21	4	17		
MSI Minesweeper, Inshore	2	1	1		
MSO Minesweeper, Ocean	5	5			
SS Submarine	3	1	2		
SS(N) Nuclear Submarine 2310 tons	3	2	1		
SS(N) Nuclear Submarine 2850 tons	7	1		6	
SS(N) Nuclear Submarine 2490 tons	1			1	
SSG Guided Missile Submarine	2	2			
SSG(N) Nuclear Guided Missile Submarine	2		1		1
SSR(N) Nuclear Radar Picket Submarine	1		1		
SS(N) FBM Fleet Ballistic Missile Submarine	3			3 (est.)	
YP Patrol Vessel	9	9			
TOTALS	117	38	42	25	11

CONVERSIONS

AV Seaplane Tender	1		1		
CG Guided Missile Cruiser (*Talos*)	3*	(No Completion Date Set)			
CLG Guided Missile Light Cruiser (*Talos*)	3	1	2		
CLG Guided Missile Light Cruiser (*Terrier*)	3		2	1	
CVA Attack Aircraft Carrier	2		1	1	
LPH Amphibious Assault Ship	1*			1	
EAG Miscellaneous	1	1			
T-AGS Surveying Ship	3	3			
APA Attack Transport	1	1			
YAGR Ocean Radar Station Ship	4	4			
TOTALS	22	10	6	3	0

* The Navy recently announced that work on the following ships would be suspended or not begun because of budget limitations:

Charles Berry (DE 1035), *McMorris* (DE 1036)	Both 20.5 per cent completed; originally scheduled for completion in 1959.
Block Island (LPH 1)	Two per cent converted; originally scheduled for completion in 1960.
Fall River (CG 12), *Chicago* (CG 11)	No completion date had been set for these ships which were announced in late 1957.
Four DLGS	Contracts for these unnamed ships had not been awarded.

SHIP INACTIVATIONS, F.Y. 1959

Name	Homeport	Inactivation Date
PACIFIC RESERVE FLEET		
Boxer (CVS 21)	San Diego	Oct 1958
Princeton (CVS 37)	Long Beach	Mar 1959
Philippine Sea (CVS 47)	Long Beach	Jul 1958
Columbus (CA 74)	Long Beach	Feb 1959
Worcester (CL 144)	Long Beach	Sep 1958
Roanoke (CL 145)	Long Beach	July 1958
Tilefish (SS 307)	San Diego	July 1958
Aspro (SS 309)	San Diego	Mar 1959
Bonita (SSK 3)	San Diego	Oct 1958
Spinax (SSR 489)	San Diego	Mar 1959
Yarnall (DD 541)	San Diego	July 1958
Spangler (DE 696)	San Francisco	July 1958
Charles E. Brannon (DE 446)	Tacoma	Jan 1959
Leray Wilson (DE 414)	San Diego	Dec 1958
Hanna (DE 449)	Long Beach	July 1958
Silverstein (DE 534)	Pearl Harbor	Nov 1958
George (DE 697)	San Francisco	July 1958
Ulvert M. Moore (DE 442)	San Diego	July 1958
Goss (DE 444)	Long Beach	July 1958
Gilligan (DE 508)	Portland	Jan 1959
Kenneth Whiting (AV 14)	Whidbey Island	July 1958
Sussex (AK 213)	Pearl Harbor	Oct 1958
Chara (AKA 58)	Mare Island	Dec 1958
Karin (AF 33)	Pearl Harbor	Oct 1958
Merapi (AF 38)	Pearl Harbor	Oct 1958
ATLANTIC RESERVE FLEET		
Leyte (CVS 32)	Newport	Not Firm
Salem (CA 139)	Norfolk	July 1958
Balao (SS 285)	Key West	July 1958
Crevalle (SS 291)	New London	Dec 1958
Archerfish (SS 311)	Key West	Dec 1958
Requin (SSR 481)	Norfolk	Nov 1958
Pompon (SSR 267)	Norfolk	Dec 1958
Ray (SSR 271)	Norfolk	July 1958
Redfin (SSR 272)	Norfolk	Mar 1959
Kenneth M. Willett (DE 354)	New Orleans	Dec 1958
Jasper (PC 486)	Balboa	Feb 1959
Chadron (PC 564)	New London	Feb 1959
Tooele (PC 572)	Newport	Feb 1959
Malvern (PC 580)	Key West	Feb 1959
Manville (PC 581)	Newport	Feb 1959
Milledgeville (PC 1263)	Key West	Feb 1959
Weatherford (PC 618)	Key West	Feb 1959
Crestview (PCE 895)	Key West	Mar 1959
Fairview (PCER 850)	New London	Mar 1959
Bowers (APD 40)	Charleston	Oct 1958
Liddle (APD 60)	New Orleans	Nov 1958
Horace A. Bass (APD 124)	Philadelphia	Nov 1958
Mauna Loa (AE 8)	New York	Sep 1958

and Wonsan conducting shore bombardment, and her name has long been familiar with the Seventh Fleet. During her last deployment she earned a Gunnery "E" for her Main Battery Director and each of her five-inch mounts, and added a hashmark to the Torpedo Mount "E." During her 124.3 days at sea she steamed 40,558 nautical miles and only spent 42.7 days in port.

THE CRUISER FORCE which will be strengthened by *Galveston* and her two *Talos*-missile-armed sisters, is looking forward to the addition of CLGs 6, 7, and 8, *Providence, Springfield* and *Topeka,* which will carry an improved model of the *Terrier*. *Topeka* will be completed in early 1960, but the other two should join the Fleet in late '59.

The heavy cruiser USS *Albany* (CA 123) was taken from the active Fleet for conversion to CG status. The *Chicago* (CA 136) and *Fall River* (CA 131), both in the inactive fleet, were to have received the *Talos* conversion, but were suspended due to budget limitations. The *Albany* will receive both *Talos* and *Tartar* ship-to-air missile armament with launchers replacing both the forward and after 8-inch mounts. *Tartar* missiles will replace the secondary battery and the *Talos* will be the main battery substitute.

Providence, which is undergoing the face-lifting at the Boston Naval Shipyard, is better than 30 per cent complete. All superstructure has been removed and a missile house is being prefabricated ashore. When completed she will have *Terrier* missile-launchers aft, will feature a new and lower superstructure, and new flagship compartmentation below.

A guided missile cruiser already in commission, USS *Canberra* (CAG 2) recently completed a six-month cruise in the Med with the Sixth Fleet. Carrying *Terrier* missiles, her power was added to the Med Fleet after she participated in NATO maneuvers.

In other cruiser news we have learned that the former USS *Brooklyn* (CL 40) has arrived at the place where it was built and commissioned, the N.Y. Naval Shipyard, but this time the cruiser bears the name *O'Higgins* and sails under the flag of Chile. The cruiser is here for a five-month overhaul.

IN OTHER SHIP NEWS, the Fleet oiler USS *Mississinewa* (AO 144) has undergone conversion for duties as a flagship. A flag bridge has been added along with a helicopter deck, additional berthing and messing facilities, and other gear to make the ship suitable for flagship service with Commander Service Force, Sixth Fleet. Her homeport has been shifted from Norfolk to Naples, Italy.

From the amphibs comes word that the LSTs USS *Vernon County* (LST 1161), *Westchester County* (LST 1167), *Washoe County* (LST 1165), *Washtenaw County* (LST 1166), and *Windham County* (LST 1170) have been transferred to the West Coast to make room for six new 3500-ton landing ships. The USS *York County* (LST 1175) was the first of the new class to join the Atlantic Fleet. She was followed by USS *Grant County* (LST 1174), *Graham County* (LST 1176) and *De Soto County* (LST 1171). *Lorain County* (LST 1177) is scheduled for commissioning in August and *Wood County* (LST 1178) will be finished in December.

Other amphibious ships in the news were finishing tours of duty. USS *Pocono* (AGC 16), *Waldo County* (LST 1163) and *Terrebonne Parish* (LST 1156) all completed tours of duty with the Sixth Fleet. On the other side of CONUS, 12 members of Amphibious Squadron One returned home after eight months in the Western Pacific where they took part in joint U.S.-Filipino landing operations. Flagship for the group was USS *Henrico* (APA 45).

The coastal minesweeper USS *Spoonbill* (MSC 202) relieved the coastal minehunter USS *Waxbill* (MHC 50) at the San Francisco Harbor Defense Unit. *Waxbill* has been engaged in channel clearance and conditioning. She is being inactivated.

—William Prosser, JOC, USN.

Swim Call in the Med

THE WORLD'S BIGGEST bathtub is standard plumbing for USS *Randolph* sailors.

Operating with the Sixth Fleet in the Mediterranean, USS *Randolph* (CVA 15) doesn't need to turn a faucet to give her crew 3,000 salty baths. She justs stops, lowers elevator number three, and Operation Swim Call is under way.

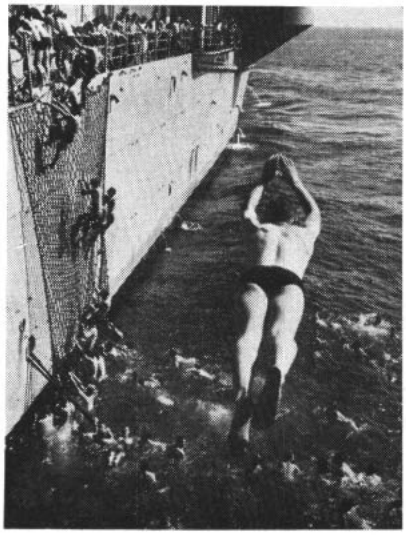
Diving over the side of a carrier is hardly the whole story on swimming in the open sea. The shark menace is minor in the Med but even so, no chances are taken. Shark repellant is spread from two motor whale boats along the rim of the swim area by ship's medical department corpsmen. If sharks turn up, lifeguards in the boats pass the word through their bull horns and the swim area is secured.

The carrier's Operations Department stations signalmen with equipment in each boat and details lookouts with binoculars and telephone sets at strategic points along the flight deck and catwalks. During the entire operation, *Randolph's* helicopter stands ready if needed.

First step in making ready to hit the drink gets under way when a safety line is rigged to enclose the swim area. Next, cargo nets are swung over the side, staging is fixed for diving and the lifeguards, under the supervision of the ship's athletic officer, take their stations.

Finally the bugle sounds "Swim Call" and 3,000 carrier men dive into the blue waters of their Mediterranean swimming hole.

—Charles Wright, SN, USNR.
—Photos by M. Shuman, PHG3, USN.



Roundup on Navy's Guided

HERE'S THE LATEST available picture of the Navy's missile program. No matter when you read this, some of the information will be outdated but, in general, the story is something like this:

Today, the Navy has operational missiles in the four major categories: ship-to-air, ship-to-surface, air-to-surface and air-to-air. In addition, *Polaris*, the Navy's 1500-mile Fleet Ballistic Missile, is being developed for submarine launching from beneath the oceans' surface.

Recent History—The first guided missile ever launched in wartime against an enemy was a U. S. Navy weapon. It was a small drone airplane carrying a 2000-pound bomb which saw limited service in the Pacific in 1943 and 1944 (see ALL HANDS' Guided Missile Issue, March 1957). From that beginning, the Navy's program has grown into its present family of missiles and rockets.

Navy scientists were greatly impressed by the potential displayed during World War II by German jet and rocket weapons. Adopting and improving on German designs, the Navy first developed the *Loon* (a submarine-launched missile similar to the "buzz bomb") and the *Viking* (a rocket similar to the German V-2) in the early years after the war.

Another missile program, underway at the same time as these developments, was the once highly secret *Bumblebee* project. This program of research and development has been conducted for BuOrd by the Applied Physics Laboratory of the Johns Hopkins University for the past 14 years. The program was originally established in 1944 to find an improved air defense system to meet the threat of the Japanese kamikaze attacks. Realizing the growing power of air attacks at all altitudes, Johns Hopkins was assigned a research and development program which would result in an antiaircraft missile of high performance.

From these two programs has come the Navy's concept of developing a "weapons system," rather than a single weapon. For shipboard use, this involves guidance, handling, launching and storage equipment, as well as the missile itself. Here are some of the problems involved in converting ships for missile launching:

- Whether fixed or portable, the launchers must be stable and must grip missiles firmly to prevent damage and yet give split-second release at the time of firing.
- All fuels used by missiles are fire hazards and some are poisonous. Several explosives are handled in one magazine. This means that new arrangements and handling procedures must be worked out.
- The deck below the launcher must be able to withstand the heat of the jet or rocket blast. If an accident or misfire occurs, the ship must be capable of absorbing the shock.

The Navy's first ship converted for missile firing was the seaplane tender USS *Norton Sound* (AVM 1). The first missile she fired was *Loon*. *Aerobee* (a high-altitude research rocket), *Terrier* and *Regulus* followed. A *Viking* was fired from her main deck in May 1950, reaching an altitude of 106 miles, a record for shipboard launching. It carried 1000

HEADED FOR THE FLEET—*Regulus II* blasts off toward target during test firing. *Above:* Relatively simple and inexpensive *Sidewinder* is with the Fleet.

pounds of cosmic ray instrumentation as payload.

Information and innovations from *Norton Sound* have been incorporated into the systems now going aboard the Navy cruisers, frigates and submarines having missile capability. From these studies have come much of the basic research which is incorporated into the following Navy missiles:

SIDEWINDER—An air-to-air missile. Named after the desert rattlesnake of the same name, *Sidewinder* is guided by a heat-seeking or infrared device, and seeks its target by homing on the heat of the aircraft. Nine feet long and weighing about 155 pounds, the supersonic missile is designed to destroy high-performance aircraft from sea level to altitudes above 50,000 feet. With less than 24 moving parts and no more electronic components than an ordinary table radio, it requires no specialized technical training to handle and assemble. It is very inexpensive—relatively speaking.

Missiles

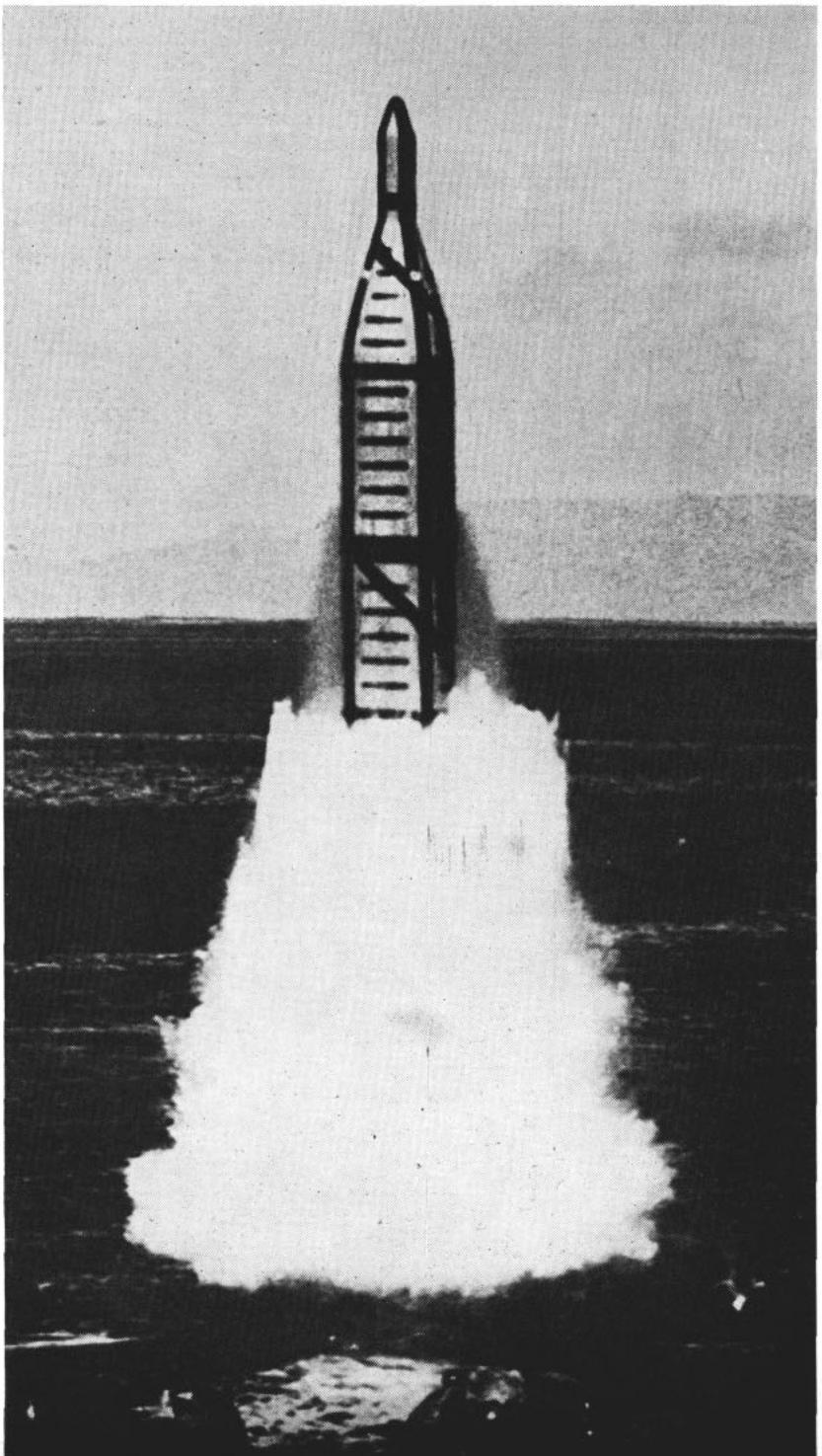
It is now the primary airborne missile used by squadrons in the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Western Pacific. Basically a defensive weapon, it permits defending fighters to knock down the fastest known aircraft even when miles away. It has also been adopted by the Air Force for air defense of the continental United States.

SPARROW I—An air-to-air missile which became operational in the spring of 1956. This 12-foot long, 300-pound missile reaches speeds of 1500 miles per hour within seconds after launching. It is powered by a solid propellant rocket motor, and Navy planes can carry two to four of them. After being fired either singly or in salvos, it is guided to its target by a beam transmitted by the launching aircraft's radar. Guidance signals deflect the missile's wings and direct it to intercept the target even under evasive action. It provides effective attack against high and low altitude enemy jet bombers and fighters. (It has been phased out of production.)

SPARROW II — Another air-to-air missile, this one has only developed as a part of the Navy's development program and is not intended for Fleet use. It will be produced in Canada for use by the Royal Canadian Air Force.

SPARROW III—This is the air-to-air missile which has been called "the most advanced weapon of our time." It is an improvement over the already operational *Sparrow I*, and will replace that missile in Fleet use. *Sparrow III* is 12 feet long, weighs about 350 pounds and, like its predecessor, reaches 1500 miles per hour. It is an all-weather missile which can be fired above or through clouds with accuracy. Navy fighters can carry two to four *Sparrows* and all-weather fighters now with the Fleet can carry *Sparrow III*. Increasing numbers of Navy planes will see future Fleet service with this weapon.

PETREL—Although operational at the present time, this air-to-surface weapon is now obsolete and is being phased out of production. However, for the record, it is 24 feet long, has



POLARIS, Navy's IRBM designed to be fired from a submerged submarine blasts from below during test firing.

a wingspan of 13 feet and weighs 3800 pounds. With a radar homing guidance system, this turbo-jet missile has air-to-underwater capabilities for use against enemy submarines, as well as the ability to destroy enemy surface ships from launching points outside the antiaircraft defenses of the targets.

BULLPUP—This is also an air-to-surface missile, but much different from *Petrel*. It is a tactical guided missile designed primarily for use against small targets in support of ground troops. Designed for carrier-based Navy planes and shore-based Marine planes, *Bullpup* is 11 feet long, weighs about 540 pounds, and is scheduled to become operational this year.

Its control surfaces are located in the forward part of the missile and the stabilizing surfaces are located aft. It has a self-contained navigational system and is powered by a solid-propellant rocket at supersonic speeds. It has a 15,000-foot range and a speed of approximately Mach 2.

Bullpup is relatively inexpensive, simple in design and highly accurate. In one recent test, a Navy pilot who launched the missile in his first try hit a four-inch square target two miles away. A non-nuclear weapon, the missile is designed for use against comparatively small targets — pillboxes, tanks, truck convoys, bridges, railroad tracks and the like. It does not require high-priced test equipment or especially trained maintenance personnel.

TERRIER—Is the all weather ship-to-air missile which is making the Navy happy. The first operational missile developed by the *Bumblebee* program, this supersonic weapon can strike at aircraft 10 miles away and at altitudes above the range of conventional antiaircraft guns. It is about 15 feet long, weighs one and one-half tons, and has a rocket motor which uses a solid propellant.

It is suitable either for shipboard use or beachhead operations with the Marines. Ships which now use the *Terrier* are the guided missile cruisers uss *Boston* (CAG 1) and *Canberra* (CAG 2), and the guided missile destroyer *Gyatt* (DDG 1). In addition, the following ships under construction or conversion will use *Terrier*: The aircraft carriers *Kitty Hawk* (CVA 63) and *Constellation* (CVA 64); the cruisers *Topeka* (CLG 8), *Providence* (CLG 6), and *Springfield* (CLG 7); the nuclear cruiser *Long Beach* CG(N) 9; and the frigates *Farragut* (DLG 6), *Luce* (DLG 7), *Macdonough* (DLG 8), *Coontz* (DLG 9), *King* (DLG 10), *Mahan* (DLG 11), and *Dewey* (DLG 14).

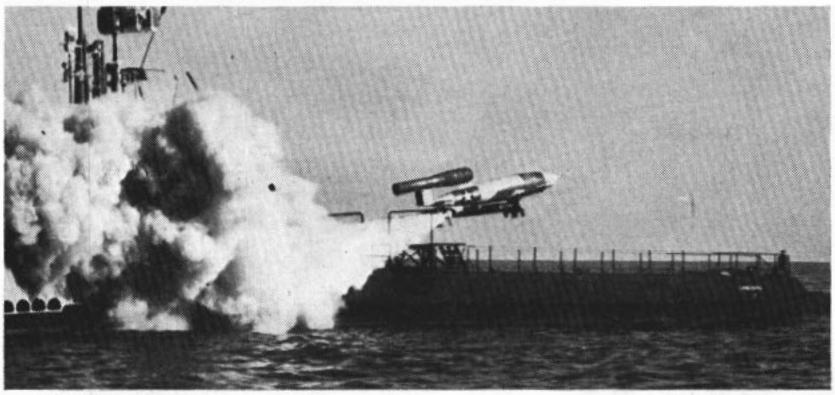
One Marine antiaircraft battalion now uses *Terriers* launched from mobile trailers. This is the only mobile surface-to-air guided missile operated by ground forces today.

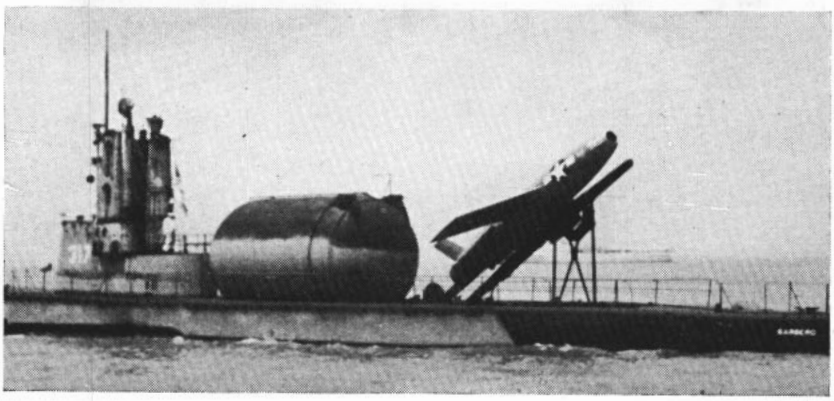
Shipboard *Terriers* are selected automatically from the magazine and loaded on the launcher which is then automatically trained, elevated and fired. The entire operation takes only seconds. "Super-radars" are used to guide the missiles onto their targets. This radar system can control missiles from a single launcher or, as used aboard *Canberra*, is capable of firing missiles at different target groups simultaneously.

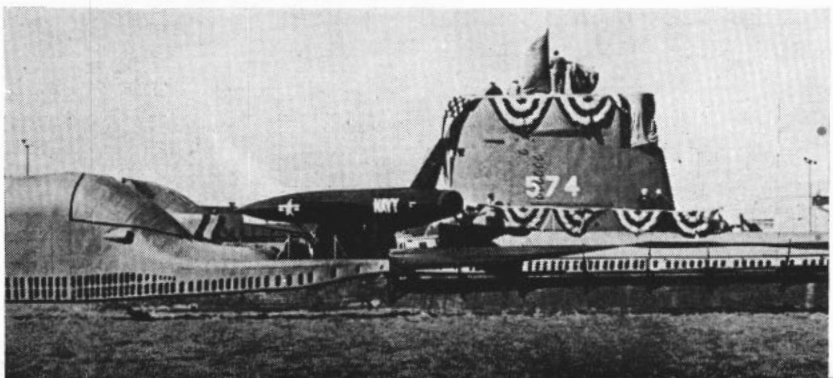
TARTAR—This ship-to-air missile is, so to speak, a junior version of *Terrier*. It is designed specifically for use aboard destroyers and other small combatant ships. A solid propellant dual thrust rocket, it has about the same range as its bigger brother. *Tartar* will be installed aboard the guided missile destroyers 2 through 14 for which contracts have been let. It is also slated for use aboard the cruiser *Albany* (CG 10). A contract has been let for pilot line production.

TALOS—The big boy among the ship-to-air missiles, *Talos* is a supersonic missile with advanced two-stage guidance system and nuclear capability. The Navy's longest range weapon designed to bring down attacking enemy aircraft and missiles, it has hit air targets at distances 65 miles or more from the launching site. Twenty feet long, one and one-half tons, it has a ramjet engine

SUB-FIRED missiles have come a long way since *Loon* (top). Now Navy has *Regulus I* (center) and *Regulus II* (bottom) and *Polaris* (page 11) on way.







which develops 40,000 horsepower and reaches speeds greater than Mach 2 within 10 seconds after firing.

USS *Galveston* (CLG 3), which was commissioned in May, is the first ship to carry *Talos* as an operational missile. Two other cruisers, *Little Rock* (CLG 4) and *Oklahoma City* (CLG 5) are being converted to carry *Talos*, and will join the Fleet next year. *Albany* will, in addition to *Tartar*, also be converted to *Talos*. *Long Beach*, the Navy's first nuclear powered cruiser, will also carry *Talos*.

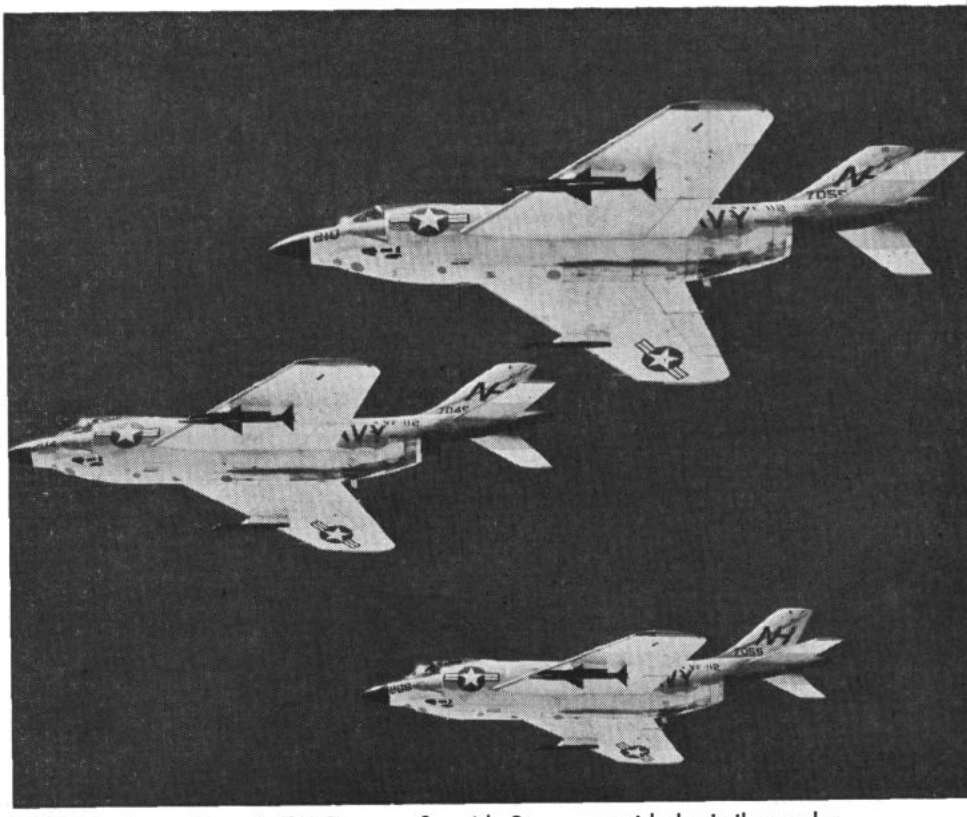
Talos' two-stage guidance system is worthy of mention. The first, or midcourse stage, carries the missile from launcher to the vicinity of the target. In this stage a beam-riding system similar to the one in *Terrier* is used. Intelligence for the beam-riding phase is received by the missile directly from the launching point where accurate information concerning the presence of hostile targets is available from a variety of sources, such as search and tracking radars.

As *Talos* nears the end of the midcourse phase, the second, or homing system senses that it has found a target and control of the missile is automatically transferred from the beam rider to the homing seeker. Thereafter, the missile flies under control of the seeker which receives close-up information from the target itself until the two objects try to occupy the same point in space.

The Army is also testing *Talos*, and a specially designed *Talos* land-based system at White Sands Proving Ground, New Mexico, for possible use in the Continental Air Defense.

REGULUS I—This ship-to-surface missile, already familiar to many Navymen, was the first operational attack missile to join the Fleet. Resembling a conventional swept-wing jet fighter, this 30-foot-long job flies approximately the speed of sound with a range of about 500 miles. It has nuclear capability, is powered by a ramjet engine, and is guided by an electronic brain. Launching equipment can be installed in a short period on several types of ships at relatively low cost and with only slight modification of the ship itself.

Ships which can fire the missile are: The cruisers *Macon* (CA 132), *Helena*, (CA 75), *Toledo* (CA 133) and *Los Angeles* (CA 135); the submarines *Tunny* (SSG 282) and *Barbero* (SSG 317); and the aircraft carriers *Randolph* (CVA 15), *Hancock* (CVA 19), *Forrestal* (CVA 59) *Saratoga* (CVA 60), *Lake Champlain* (CVS 39), *Franklin D. Roosevelt* (CVA 42), *Lexington* (CVA 16), *Bennington* (CVA 20), *Bon Homme Richard* (CVA 31) and *Shangri-La* (CVA 38).

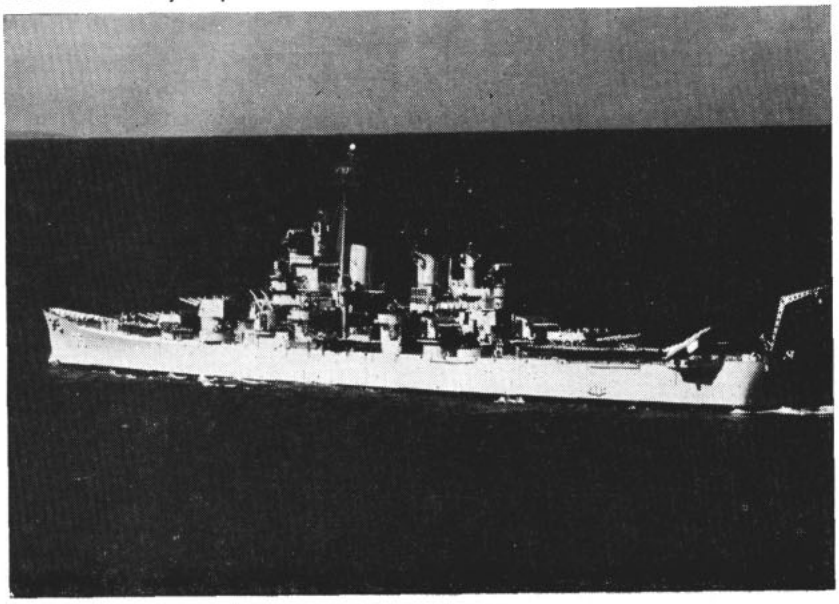


LOADED—Formation of F3H *Demons* fly with *Sparrow* guided missiles under their wings. The 12-foot air-to-air guided missile can hit 1500 miles per hour.

Tactically, the missile's main target would be against enemy land-based facilities, but it can also be used against ships.

Two versions have been developed. One, a tactical version, is a non-recoverable missile capable of carrying a nuclear warhead. The

NAVY'S FIRST operational attack missile, *Regulus I*, is capable of being fired from many ships. Here is one Regulus packer, *USS Helena* (CAG 75).



ON TARGET—*Talos* surface-to-air guided missile heads home. *Rt: Fury* carries air-to-surface *Bullpup*.

other is a test vehicle with a tricycle landing gear and parachute braking which enables the missile to land undamaged after testing its flight performance. As many as 16 flights have been made by a single *Regulus* —a factor which drastically reduces test and evaluation costs.

REGULUS II—This is also a ship-to-surface missile but is a vast improvement over the earlier version. Designed for shipboard and submarine launching, it is capable of carrying a nuclear warhead faster than twice the speed of sound (which adds up to more than 1300 miles per hour at sea level) for more than 1000 miles. It has an altitude limit of 50,000-plus feet.

This aerodynamic missile is powered by a turbojet engine, with afterburner, is 57 feet long and has a 20-foot wingspan. It is launched with the assistance of a rocket which falls away after the missile is airborne.

It also has a command system as an alternative. With this, the missile can be flown by either ground or aerial control. The recoverable version operates much like *Regulus I*.

Regulus II will arm *Long Beach*, the guided missile submarines *Grayback* (SSG 574), *Growler* (SSG 577) and *Halibut*, SSG(N) 587 and a nuclear submarine requested in 1959 budget.

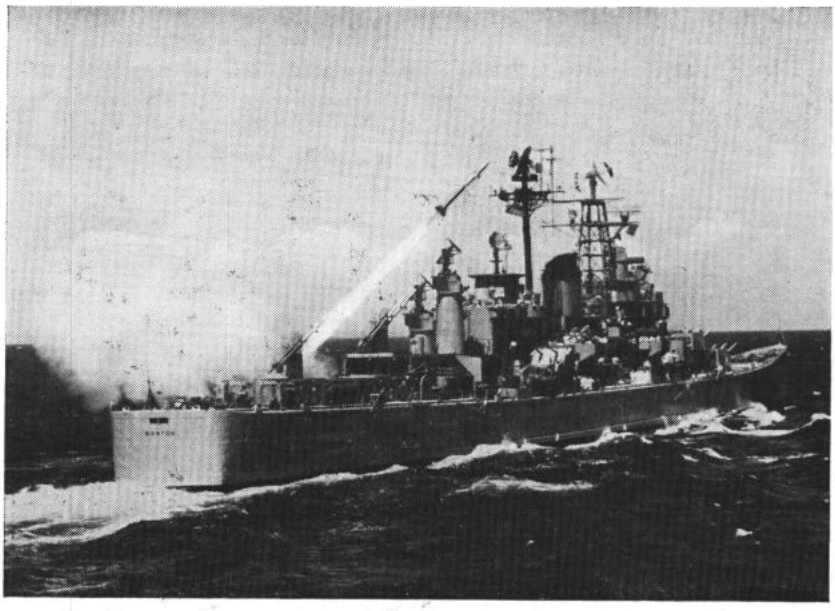
TRITON—A ship-to-surface missile which was cancelled in 1957. However, it is possible that some of the more desirable features of *Triton* will be incorporated into future missile systems.

POLARIS—The Navy's latest pride and joy. It is also the Navy's Fleet Ballistic Missile but differs radically from the Army's *Jupiter* and the Air Force's *Thor* in many respects. Designed for submerged-submarine launching and applicable to surface ships as well—*Polaris* is a solid-fuel rocket. It is relatively cheap to build, maintain and operate, and is safe to handle and less complicated than liquid propelled systems. It has a large ratio of payload to propellant and can be ready to fire upon short notice.

In the construction of the *Polaris* system, it was necessary for the Navy to whip three difficult problems: How to fire the missile vertically from a submerged submarine and yet hope to strike a target some 1500 miles away; how to establish accurately the missile ship's exact location at the time of firing; how to get sufficient thrust from a solid-propellant motor for delivering long-range ballistic missiles.

Components of *Polaris* have been test-fired recently at Cape Canaveral, Fla., and further tests are being conducted. A converted cargo ship, now *Compass Island* (EAG 153), was commissioned in 1956 to develop the accurate navigational equipment needed for accurate shipboard use of an FBM. The result is the Navys' Ship Inertial Navigation System (SINS), which can position the firing ship with such accuracy that its missiles can strike target areas at great distances—with precision.

The FBM's mission is to provide a truly mobile, concealed nuclear armed system. Construction of three nuclear submarines capable of launching *Polaris* is underway. In addition, the Navy has requested permission to build two more *Polaris* subs in the '59 shipbuilding program. **ALL HANDS will keep you posted on further developments.**



ALL WEATHER, ship-to-air *Terrier* guided missile has proven itself both seaworthy and accurate. Here, *Terrier* leaves launcher of *USS Boston* (CAG 1).

THE WINNERS—Members of commissary dept., *USS Franklin D. Roosevelt* (CVA 42) pose with Ney Awards Committee.

All-Navy Chefs Take the Cake

IF YOU'RE THE TYPE who likes good food—and who doesn't—you'd better get your request in early for duty on USS *Franklin D. Roosevelt* (CVA 42) or the Naval Station, Guantanamo Bay, Cuba—the ship and station picked as grand prize winners in the seagoing and shore-based categories of the first All-Navy food contest.

And, for your second-choice of duty designed to delight the discriminating diner you might do well to put in for USS *Finch* (DER 328) or Headquarters, Columbia River Group, Pacific Reserve Fleet, Tongue Point, Astoria, Ore. Their General Messes took runner-up honors in the competition to find the finest feeders in the Navy, ashore and afloat.

The winners and runners-up were selected by the Ney Memorial Awards Committee, made up of Naval officers and officials of the Executive Stewards' and Caterers' Association (ES&CA). This month, when the association meets at Grand Rapids, Mich., for its annual convention, representatives of the winning messes are scheduled to receive bronze plaques commemorating their victories. The runners-up will get aluminum plaques, and other leading contenders will receive special certificates for their outstanding food service performance.

The Ney Awards were established as a form of recognition for the Navy's top General Messes. They were named for the late CAPT Edward F. Ney, Supply Corps, USN, who was World War II director of the Subsistence Division, Bureau of Supplies and Accounts.

This year's two winners and two runners-up got the nod over 28 other leading contenders. They were judged under a point system based on efficiency in food preparation, efficiency of serving techniques, sanitation and management.

The seagoing entries in the contest were each picked by a ship-type commander as top-notch mess in his command, and at shore commands messes within geographical areas were nominated to represent their groups. So, picking a winner out of 32 such high-caliber contestants was no easy task. However, by the end of May the field had been whittled down to six finalists—three from afloat and three from shore stations. These six were judged by the awards committee in on-the-spot inspections. Besides *FDR* and *Finch*, the third finalist in the seagoing category was USS *Rigel* (AF 58). The Fleet Air Defense Training Center at Dam Neck, Va., went into the shore-based finals along with Guantanamo Bay and Headquarters, Columbia River Group.

On board *FDR* the contest judges were particularly impressed by her food preparation. Meats had been roasted at low temperatures, which had reduced shrinkage while maintaining flavor, and vegetables were prepared in small or limited quantities and served directly on the line. Other factors that added up points for her were the high standards in the scullery, plus the way the men there had been trained in their jobs The use of proper dishwashing procedures was just one example of the effectiveness of this indoctrination.

The mess at Guantanamo Bay was a winner for its high standards in all phases of food service and management, and especially for the resourcefulness of her commissary crew.

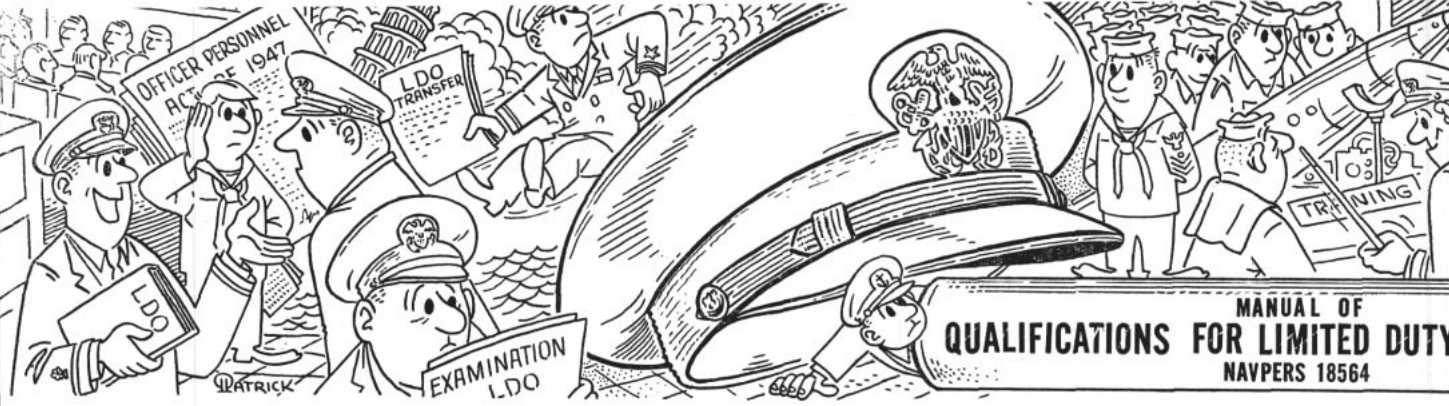
The mess hall has been decorated by a cook-artist with murals of a nautical motif. There are provisions for piping music, and cards with prayers of grace are placed on tables.

Another example of "Gitmo ingenuity" showed up, literally, on the old, locally-made mess tables. These were formerly covered with oilcloth, which required frequent replacement. They have now been resurfaced with a modern, more-durable plastic.

In the scullery, the judges also noted the trays and bowl racks that were self-draining and could be rolled directly to the serving lines. These had been specially designed and built by the station force.

Both *FDR* and Guantanamo Bay are taking their victories in stride—and there is no truth to the rumor that they are changing their nicknames to *FeeDeR* and *Eatmo*.

MESS at Naval Station, Guantanamo, Cuba, won first in All-Navy food contest.



If You're Starting Up the Ladder to LDO,

ALMOST ANY DAY NOW, a new publication—*Manual of Qualifications for Limited Duty Officers* (NavPers 18564)—will appear in the personnel offices of most ships and stations. To many Navymen, it

will be of as great interest as was its companion volume, *Manual of Qualifications for Warrant Officers* (NavPers 18455), which was distributed in 1956.

It will be used by individuals and commands concerned with LDO selection, promotion, allocations, training, distribution, assignment, examination and career planning and development.

As with the WO manual, the new publication will do much to clarify many questions concerning the LDO program.

The limited duty officer is an evolutionary outgrowth of the warrant officer, made necessary by the constant increase in technological and operational developments since the beginning of World War II.

By the end of World War II it became apparent that a new category of commissioned naval officers was needed to supervise technical areas, use their technical talents gained as enlisted personnel, and to provide a climax to the enlisted career pattern.

Admiral Sprague, then Chief of Naval Personnel, summed up this situation when he appeared before the Congressional Armed Services Committee when it was considering the bill which was to become the Officer Personnel Act of 1947.

The Chief of Naval Personnel testified at that time: "One of the outstanding features of this bill is the creation of a new category known as limited duty officer. This will be restricted to the enlisted men and warrant officers who have established outstanding records in the Navy.

"Under this bill, these men would be assured the opportunity for a reasonable commissioned career while, at the same time, enabling the Navy to use their specialized skills and practical knowledge. They will not be required to compete with the general line officer who has always had the advantage of youth and, perhaps, a better formal education.

"For many years, opportunity has

existed for enlisted men to attain commissioned rank without attending the Naval Academy, but in doing so, they have been at a disadvantage in competing with the general line officer of broader qualifications.

"The establishment of limited duty officers is a definite step forward, both in recognition of outstanding enlisted men and in the benefits that will result to the service."

The bill was passed in 1947 and the limited duty officer became a part of the Navy.

First to be designated LDO were temporary officers, ex-enlisted men, of World War II experience. Many of these officers had qualified for general line duty during the war. Almost immediately differences of opinion concerning the status of LDOs appeared.

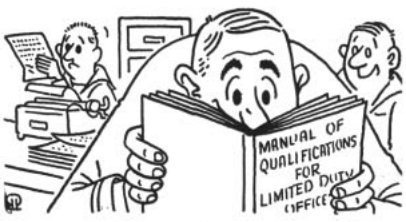
One school of thought held that LDOs were in training to become general line officers. The other followed Admiral Sprague's concept of the LDO in the officer structure.

As time passed these firmly held but opposite opinions caused considerable confusion. To add chaos to the confusion, there was a wide spread belief that LDOs were really warrant officers with solid stripes on their sleeves—you couldn't tell the place and duties of an LDO from those of a warrant.

To help remedy the situation, in September 1953 a board of officers (the Grenfell Board) was convened to study and make recommendations on "Limited Duty Officer and Warrant Officer Titles, Classifications, Technical Fields and Normal Paths of Advancement."

Six months later, in its report to the Chief of Naval Personnel, the Grenfell Board stated: "The Board strongly recommends that a qualifications manual for warrant officers be published by the Bureau of Naval Personnel as soon as possible and that a similar manual be originated and published for the limited duty officer as well."

The Warrant Officer Manual (*Manual of Qualifications for Warrant Officers, USN* NavPers 18455), was published (see ALL HANDS, January 1957, pp. 12-13) in Novem-



ber 1956. It was the result of months of careful research which included on-job analyses, interviews, questionnaires, conferences, and checks and rechecks with cognizant technical bureaus and commands.

Read This

After additional research, similar to that done for warrant officers, the *Manual of Qualifications for Limited Duty Officers, USN* (NavPers 19564) now has been published.

This manual is the official publica-

tion for providing basic occupational information and defining qualifications, requirements and professional areas of responsibility for each limited duty officer category and grade.

The introduction of the manual defines the role of the LDO as "that of supervisory specialist in the specific technical area represented by his category. His career development is based upon increased supervisory and administrative responsibility in the area of his specialization as he advances in grade. *U. S. Navy Regulations* (1948) prescribes limited duty officer rights, restrictions, precedence, authority and regulations for succession to command."

Here's the difference between a warrant and LDO:

The role of the warrant officer is that of *technical specialist in a prescribed occupational area;* the role of the limited duty officer is that of *supervisory specialist in the specific technical area represented by his category.* The concrete example given below will illustrate the difference.

With definitive manuals to dispel the confusion concerning the distinctive roles of warrants and LDOs, enlisted men can refer to these guidebooks and chart their career patterns with some assurance that each step is in the right direction.

In the new LDO manual, for example, you will find 13 categories with qualifications requirements for all grades from ensign through commander. The manual specifically sets forth the executive (general) qualifications required of all limited duty officers without reference to grade or category. There are 32 of these general, or executive, qualifications. The first, for example, requires the LDO to know the: "Principles and techniques of leadership as applied to motivation of personnel, maintenance of morale, acceptance of responsibility, and delegation of authority."

A chart shows the path of advancement from enlisted through warrant officer, to all LDO categories. There are, however, no categories of LDO for Medical or Dental Service Warrants. Their path of advancement is to Medical Service Corps. The new Operations Technician Warrant advances to LDO, Deck. The Warrant Photographer and Bandmaster have no specific LDO category as part of their normal path.

Professional qualifications for each of the 13 LDO categories have separate sections within the manual, covering in detail the requirements for each specialty area. To take one at random—LDO Ordnance (1710):

"are operational specialists in the field of operation and maintenance of ordance equipments and ammunition of all categories other than aviation ordnance.

"Ensigns and lieutenants (junior grade) plan, supervise, and direct the activities of ordnance personnel in the performance of operational and maintenance functions; plan, develop and administer ordnance training programs; assist in organizing and supervising gunnery, fire control, and underwater ordnance exercises and drill. They are responsible for assigning, supervising and coordinating activities of personnel under their command. They have practical naval experience in other areas and as a result, they may be assigned to unrestricted line type billets.

"They may serve as assistant to gunnery, fire control, underwater ordnance operations or ASW officer or as assistant to the First Lieutenant in small ships and in larger ships as a gunnery division officer, assistant main battery officer, assistant anti-aircraft battery officer, assistant ASW officer, assistant underwater ordnance officer, CIC watch officer or lookout and recognition officer. Ashore they may fill various ordnance billets in the Bureau of Ordnance and field activities as well as ordnance instruction billets.

To illustrate the difference of grade, here are the commander

qualifications: "Commanders (1710) direct the activities of a department afloat, or a division, section, or unit ashore. They have practical experience in other areas and, as a result, are assigned to unrestricted line type billets.

"They may serve in any operational or administrative billet afloat or ashore commensurate with grade."

To further clarify the status of an LDO, let's continue with Ordnance.

A chief petty officer is responsible for one technical area—gunnery, for example. The warrant officer is a technical specialist responsible for several CPO areas. Finally, the limited duty officer is responsible as a supervisory specialist over several warrant officer areas—surface ordnance technician, ordnance control technician, underwater ordnance technician, and mine warfare technician.

Already, because of technological advances and operational developments, Change No. 1 of the warrant officer manual has been published.

As time goes on, the two companion manuals will keep in step with other advances and developments. Such manuals cannot remain static. They must, and do, reflect the changes within the naval establishment.

SCHOOL DAYS — Landing Craft Control School trains Navymen in the techniques of handling landing craft.

LANDING CRAFT is lowered into surf for landing lesson. Course winds up with full-scale assault exercises.

FUTURE coxswains get experience off Silver Strand.

Assault Boat Coxswains

EVERY TWO WEEKS some 20 men from the Pacific Fleet's Amphibious Force report to the Landing Craft Control School at the Coronado Naval Amphibious Base for a four-week course of instruction.

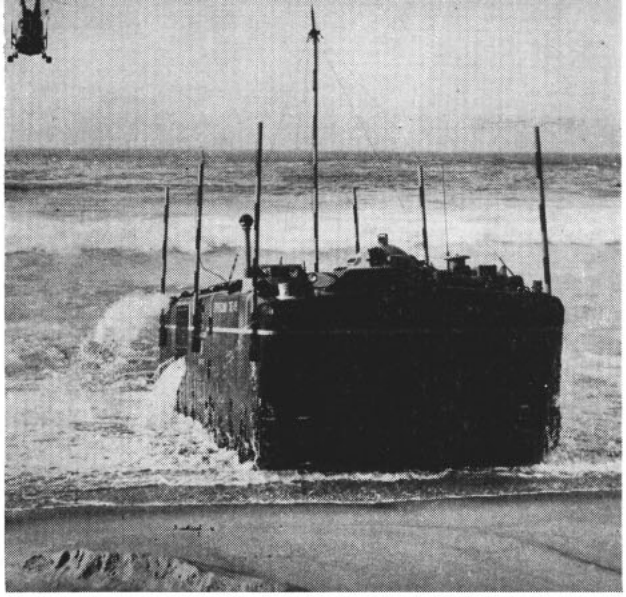
The course covers a wide range of training programs. But they all aim toward the ultimate success of an amphibious assault. Probably the most important part of the course is the training of Navymen as assault boat coxswains.

During the first three days of the school, the men are taught how to survive in the water which includes passing a second class swimming test. Then they are instructed in telephone-talker technique since, as assault boat coxswains during an operation, they will receive their orders over short-range boat radios.

The second week is taken up with classroom and practical instruction followed by their first landing in an LCVP on the beach inside the bay. This includes handling all problems which come up during an operation while in control of that type craft.

The students graduate to LCMs during the third week and get actual experience in handling these and LCVPs in the surf off Silver Strand.

Climaxing the final week of school is a simulated operation. Marines from Camp Pendleton take part in this operation and the assault boat coxswain gets actual experience working in choppy water while taking troops and cargo aboard and delivering them to the beach.



NO HANDS — An unmanned Marine LVT 5 hits the beach guided from copter. *Rt:* Pilot directs landing craft.

Airborne Coxswains

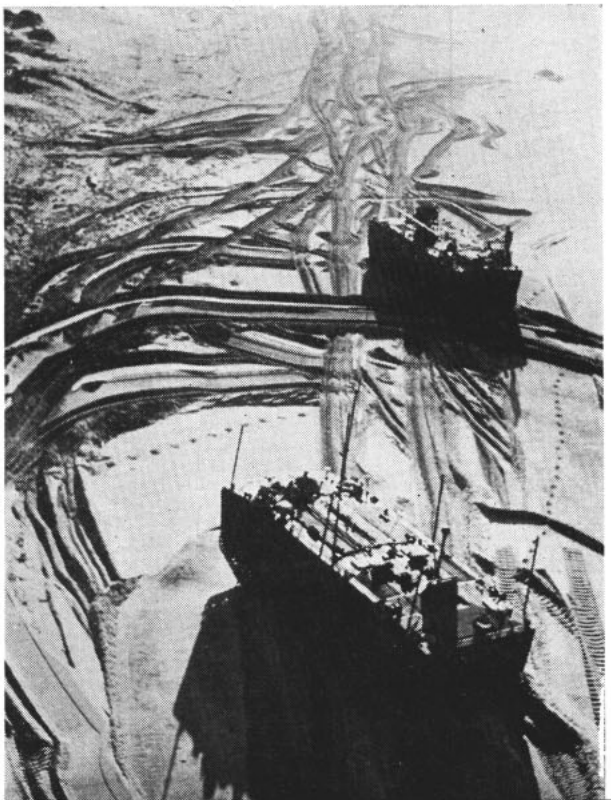
"WHO'S DRIVING?" was the question asked when a wave of new antenna-studded Marine amphibious assault vehicles landed on a California beach—without a single Leatherneck on board.

The driver of these new landing craft was sitting high and dry in a helicopter in the sky, controlling and maneuvering them with the greatest of ease.

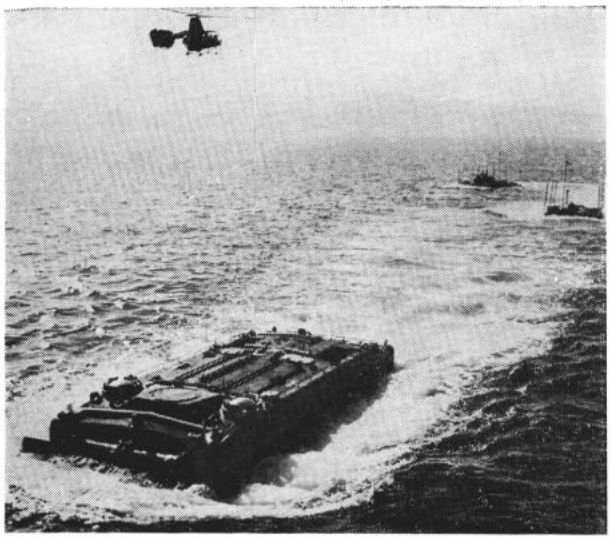
On Pacific beaches at Camp Pendleton and Monterey, Calif., U. S. Marines have been surf-testing amphibious vehicles controlled by radio from helicopters hovering over head. In this technique the airborne coxswain guides Marine Corps LVTs (landing vehicle track) with a portable electronic control panel.

By moving a steering stick similar to an aircraft control stick and by manipulating buttons and switches mounted on the panel, the driver in the copter can start and stop the engine, steer, shift gears, brake and apply throttle. He can operate the vehicle through deep water, pounding surf, and even on dry land as well as if he were seated at the manual controls of the landing craft and from his perch on high he has a better view.

HIGH AND DRY driver of amphibious assault craft sits in copter. *Below:* Amphibs are maneuvered on beach.



RALLY ROUND—Trio directed by copter churn up water.



AT SEA WAVE medical corpsman checks record with Navy nurse. *Rt:* Minor scuff is fixed by the WAVES.

Sea-Going Waves? It's True —

NOWADAYS there is more than one kind of wave on the high seas. The first is the well known aqueous kind, the second is Navy women serving as hospital corpsmen on MSTS ships that are used to transport the Navyman's dependents.

Five years ago on the eve of the Waves' 11th anniversary the Navy changed the regulations that had previously landlocked enlisted women. Since then sea duty has become one of the most popular duties among the women in blue as the Wave Corpsmen long waiting list for ship board duty testifies.

In the Atlantic area Waves get a chance to serve in a total of eight MSTS ships making cruises that include runs to the Caribbean, Mediterranean and Europe. In the Pacific they serve on board transports sail-

CHOW: Bottles are readied. *Rt:* Comforting words. *Above:* WAVES on *USS General Alex M. Patch* (T-AP 122).

MSTS WAVES work in ship's sick bay.

Here's a Sample

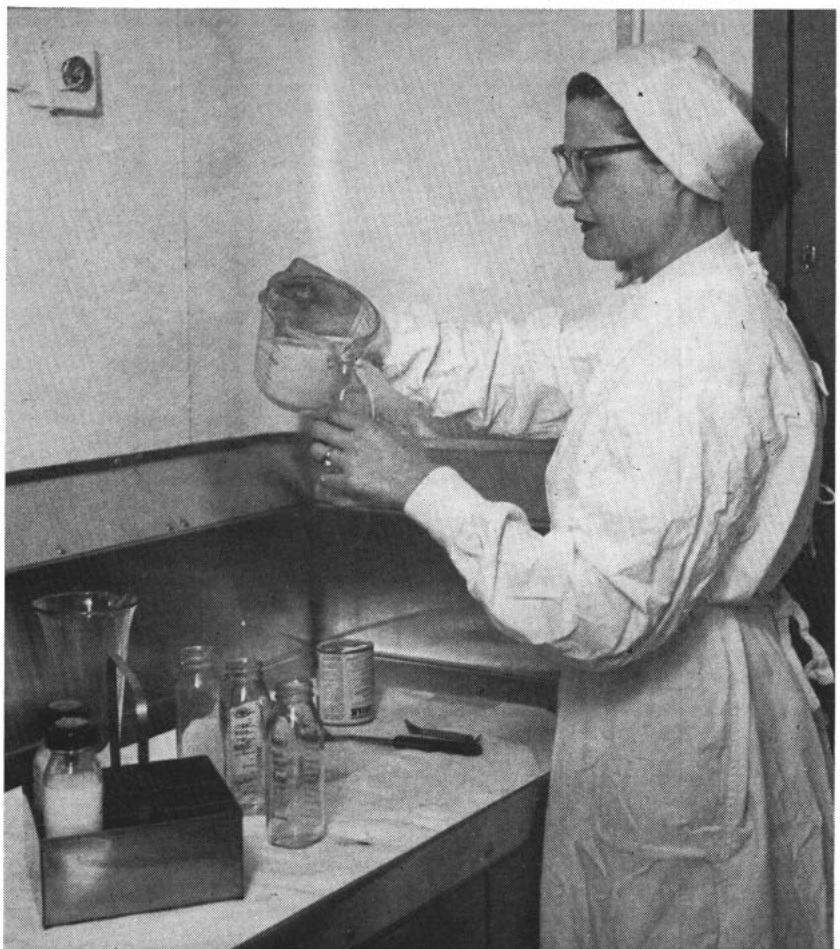
ing out of San Francisco and Seattle. They make ports in Japan, Hawaii, Guam and many other Pacific islands as well as Alaska. While in these foreign ports the Navy women enjoy liberty until their ship is ready to move on.

Wave hospital corpsmen of Lant, Pac and NorPac, while afloat, devote full time and attention to taking care of dependent wives and children. Their principal job is manning the formula room where they prepare bottles for feeding the babies. Since they may have as many as 50 infants on board, each with a different schedule, the formula room is a busy place around the clock. They also assist the medical officer in the treatment room during dependent sick call and stand watches if female passengers are admitted to ship's sick bay.

While on board, Waves are billeted in a cabin next to the Navy Nurse Corps officer, who is their immediate supervisor while on duty. When the MSTS transports return to home port, the Navy enlisted women are detached from the ship upon the debarking of dependents and are assigned quarters ashore.

When sent ashore from their assigned ship the Wave Hospital Corpsmen go on leave or if their ship is to be in port for a while they are then assigned TAD at nearby base.

OFF TO SEA — Two WAVES return to MSTSPac transport USNS *Fred C. Ainsworth* (T-AP 181) ready to cruise. *Below:* Principal duties in formula room.



SERVICESCOPE

Brief news items about other branches of the armed services.

IN THE RACK — U.S. Air Force Mace missile containing a new guidance system is readied for a test flight.

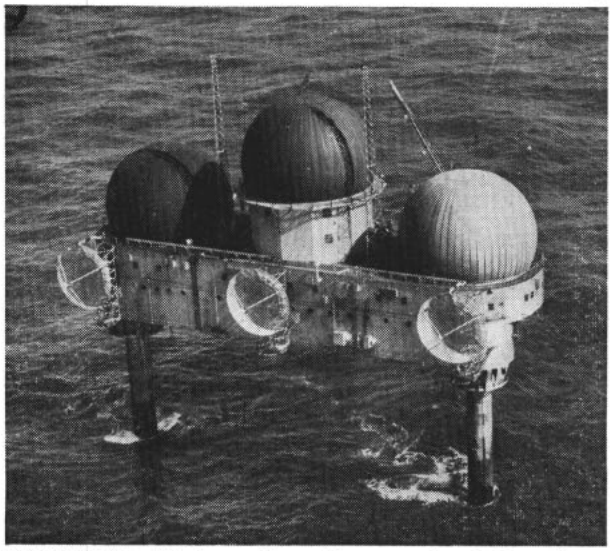
INFLATED AIR HOUSES, designed to protect crews checking out guided missiles and to facilitate maintenance of missile instruments, have been developed by the Army Quartermaster Corps.

The houses, made of lightweight coated nylon fabric and held rigid by a three-quarter horsepower motor-blower, can be erected in minutes and disposed of quickly when no longer needed.

The missile check-out shelter resembles an outsize marshmallow and was designed specifically to speed up inspection of the *Redstone* surface-to-surface missile. A four-man crew can erect the shelter in 10 minutes and a single crewman can dismantle it in seconds, enabling control personnel to begin firing almost immediately after instrument check-out. Another feature is that the air houses can be adapted for use with other missiles.

The novel type of shelter is secured to the vertical missile by a quick-release fastening device. A heavy duty slide fastener down the side of the structure opens immediately when a cord to the quick-release device is pulled. The outward rush of air literally blows the shelter away from the missile, speeding up an operation that depends upon split-second timing.

Illumination within the distended shelter is provided by a conventional lighting harness, with power from an auxiliary gasoline generator.



ON GUARD—Air Force Texas Tower radar stations keep off-shore lookout for planes approaching from sea.

★ ★ ★

ALL PLANES OF the Strategic Air Command are getting new super-range radios which provide faster, more reliable communications.

Known as the single sideband high-frequency communications system, the equipment already is being used in some of the Air Force's special mission aircraft, including the Presidential plane *Columbine*.

Modifications will be made in the B-52 and B-47 bombers and the KC-97 and KC-135 tankers. About $3.5 million has been allocated for the first 900 conversions.

The change-over in the B-47 will be done while the six-jet bombers are undergoing their recently announced modernization program.

During the past year SAC and commercial aviation companies have conducted tests which indicate the superiority of the single sideband radio as being less affected by atmospheric disturbances, adjacent channel interference and weak or fading signals.

★ ★ ★

A BATTERY VEST which utilizes human body heat to keep dry cell batteries warm and active in extremely cold weather has been developed for the Army. This new development will enable radio operators to wear the vest-like garment beneath parkas where the dry cell batteries can capture body heat. A cord is used to plug in standard Army radios.

Batteries go dead rapidly when extreme cold slows down their electrochemical action, so keeping them warm is especially difficult when troops are on the move. However, with the vest, batteries developed for low-temperature use are expected to stay in service 10 times longer in 40-degree below zero temperature.

The battery vest has been undergoing rigorous field tests in Alaska where Army Signal Corps communications engineers found the technique extremely valuable. Special pouches in the vest also could keep chemicals and drugs warm when explorers are on the trail.

★ ★ ★

ALASKA'S FIRST NUCLEAR POWER plant is being built by the U. S. Army.

The nuclear power plant—modeled after the prototype plant at Ft. Belvoir, Va., which has been in operation since last spring—will provide both heat and power for the Army post at Ft. Greely, located about 85 air miles southeast of Fairbanks, on the Alaska Highway.

Fort Greely was selected as the site for the nuclear power plant, known as an "Army Package Power Reactor" (APPR), because it is in a location which will provide an operating test of the plant under extreme cold weather conditions, and still be readily accessible

by air and road. Winter temperatures at Ft. Greely have dropped as low as 63 degrees below zero (F).

The APPR derives its name from the fact that its equipment components are designed to be transported by air if necessary for installation in plants constructed at remote locations. It is the first of a family of nuclear power plants under development by the Atomic Energy Commission and the Department of Defense for use by the military at remote installations. The design specifies that the components must be transportable by air and capable of erection at a remote field site within a six-month period.

When completed, the Ft. Greely plant will produce 42 million BTU per hour in steam for space heating, and about 1700 kw of electricity. The electrical output is sufficient for a town of 2000 population.

★ ★ ★

A GYRO-ELECTRONIC CONTROL system has been devised for the Air Force to prevent its hypersonic rocket plane, the *X-15*, from destroying itself after returning from a probe into outer space.

The *X-15*, now under development is scheduled to make its initial research flight in 1959. It is expected to attain an altitude of more than 100 miles at a speed of about 3600 miles an hour. That's a mile a second.

The principal job of the advanced flight instrument system is to help the *X-15* pilot control the aircraft, preventing it from burning-up on re-entry into the earth's denser atmosphere too steeply from outer space, or from "bouncing back" excessively because of hitting the heavier air at too shallow an angle.

The system is composed of a three-gyro "stable platform" which provides critical altitude, velocity, distance and altitude "sensing," and a lightweight computer.

The instruments have been built to withstand accelerations of more than 10 times the force of gravity.

Adaptable to other forms of missile guidance, the system will be used in other outer space experiments. It can also permanently chart a flight by feeding information into airborne recorders.

ICEMEN—Coast Guard icebreakers crash through Arctic ice in discovering new deep-water Northwest passage.

AFTER SEVEN YEARS of study, the Air Force is going ahead with plans to develop an advanced boost-glide aircraft.

Known as *Dyna-Soar*, the research aircraft will be rocket-boosted to near satellite speeds and altitudes, then turned to unpowered "glide" flights estimated at 17,000 miles per hour.

The vehicle will be capable of many varying missions. Eventually the *Dyna-Soar* will become a strategic weapon. It could be teamed with long-range ballistic missiles to form a virtually invincible offensive combination the Air Force claimed.

Either manned or un-manned, the plane will be able to operate from space altitudes down to well within the atmosphere where it can maneuver and be recovered undamaged.

Dyna-Soar is one of several projects investigating manned space flights. The "high flying glider" has been under study by the Air Force since 1951.

LOPAIR is Army's new infrared device for detecting air contamination. Here, detector is adjusted and transported.

Nineteen Navymen Saved by Daring Action

THE SUBMARINE BASE at New London, Conn., which staged a traffic safety campaign that probably saved close to 20 lives in 1957, has passed on some how-to-do-it hints that other commands might do well to follow.

In 1955 the base had 19 traffic deaths among its off-duty personnel. In 1956 the unlucky number was exactly the same—19. Then, in 1957 New London conducted an all-out drive to cut down on the slaughter, and the number of deaths dropped

to a nice round zero. In fact, the base went for more than 374 days without a fatality, thanks largely to its concentrated safety effort.

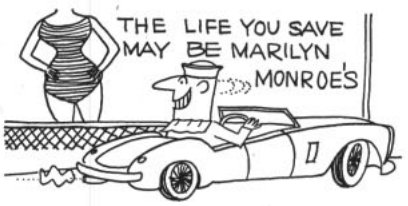
Here are some of the features that helped to make that effort such a success.

Safety rallies were held once a month with an average attendance of 900 and special rallies were held before long holiday weekends. Highway safety films were shown, and slides showing accidents were exhibited by State Traffic Safety Division police. During the year about 11,000 Navymen were reached by this program.

Large photographs of accidents were exhibited around the base.

Large maps showing safe driving distances for a liberty timetable were displayed.

Safety messages or jingles were



carried in the Plan of the Day.

State and local dignitaries were invited to speak in connection with state and local safe-driving programs on special occasions.

A blank space, large enough for a photograph, was reserved on Safety Bulletin Boards under a "Who Will Be Next?" label.

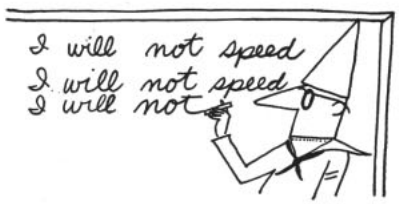
An area Planning Sub-Board and traffic safety advisory groups were set up to develop ideas and offer suggestions for all shore and afloat activities.

The Sub-Board for Highway Safety held conferences with the police chiefs of nearby communities to discuss problems of mutual interest.

Anyone apprehended for a traffic violation was required to attend a School for Safe Driving one hour per night for seven nights, and to pass the written examination required by the Department of Motor Vehicles for Connecticut residents. And, if the individual failed the test, he had to repeat the course.

Safety lectures were made a regular part of the indoctrination of newly-arrived personnel and were also used as refreshers for other assigned personnel. Guest speakers with experience in the field of civil traffic safety frequently participated in these lectures.

A mobile highway safety patrol was established to cover the well-traveled state highway with two patrol cars during most liberty hours.



These military units were organized into nine divisions and a weekly scoreboard count was posted to show how the divisions stood on a competitive basis in the Highway Safety Campaign.

Violators of traffic regulations, apprehended by either civil authorities or the military highway safety patrol, were issued tickets setting forth their offenses and a copy of the ticket was mailed to each violator's command. These offenses were scored using the State of Connecticut point system, and a master scoreboard, showing how each major command stood in the safety campaign, was prominently displayed near the entrance to the Sub Base.

Wrecked automobiles with appropriate reminders were displayed close to areas where men departed on liberty.

Weekly safety slogans were adopted and conspicuously posted.

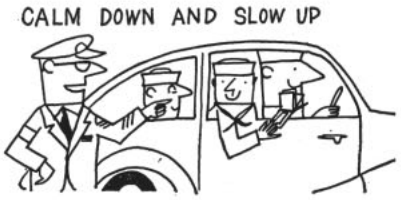
CPOs were stationed at the main gate to caution each carload of passengers, who seemed to be in a hurry, to calm down and slow down.

Liberty was staggered to allow more daylight time for travel.

Bumper stickers, posters and National Safety Council handouts were circulated to car owners.

Safety articles and the latest standings in the safety competition were published weekly in the station newspaper.

Publicity in local newspapers was obtained through stories on the military patrol, the number of fatality-



free days and other items of public interest.

Handout cards and key rings bearing safety slogans were issued. The cards, when returned to the command after leave or long liberty involving an automobile trip safely completed, entitled the driver to extra liberty.

Various ideas, such as pantomimes, pageants, posters and the like, were tried out at the monthly safety rallies.

From its experience in the safety field, New London found that the two features which did the most to make the campaign a success were the safe driving classes for all offenders and the mobile military highway patrol. The patrol's efficiency and courtesy gained the respect of

all who came in contact with it. During the year the patrol traveled some 108,000 miles—which is equal to about four trips around the world—without an accident. In the process it issued some 800 tickets to military offenders.

Other commands, interested in reducing off-duty motor vehicle accidents, can find out how New London did it by checking out on BuPers Notice 5101 of 11 Jun 1958.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Which Discharge Counts?

SIR: A letter to the editor concerning educational benefits for Korean veterans, which appeared in your January issue, has me confused over the difference between conditional and unconditional discharges.

In my case, I reenlisted for six years on 21 Apr 1950. I was honorably discharged on 19 Apr 1956 and reenlisted on 20 Apr 1956 for another six years. I expect to be transferred to the Fleet Reserve in 1960. As you can see, I was on active duty during the basic service period (27 Jun 1950 to 31 Jan 1955).

According to the language of the law, I must begin my schooling within three years of my first unconditional discharge after 31 Jan 1955. Therefore, if my discharge of 19 Apr 1956 is considered an unconditional one, I couldn't start my education after 19 Apr 1959. However, if that '56 discharge is considered conditional, and my transfer to the Fleet Reserve were considered unconditional, I would have until 1963 to start to school.

Which discharge counts?—D. C. P.,

• *The discharge you received on 19 Apr 1956 is the one from which your three years would be measured.*

As we said when we answered that letter in January: "The term 'unconditional discharge or release' means a discharge or release from active service which relieves the recipient thereof from any obligation for continued active service."

When you were discharged in '56 you were not obligated to reenlist, so that was an unconditional release from active duty.

If, on the other hand, your separation was of a "conditional" nature, that is, exclusively for administrative purposes, your discharge would have been a conditional one, since it would have been based on the condition that you were being released early only in order to reenlist. As a result, you would have been obligated to remain on active duty.

Incidentally, there was a typo in that January letter. We should have said the basic service period began on 27 Jun 1950. Instead, we said 29 Jan 50.—ED.

Early Photo-Triangulators

SIR: In your February 1958 issue you mention the use of photo-triangulation in gunnery practice in two stories, "Shooting It Out for the Record" and "They Help the Navy to Fire Straight," yet you didn't mention either of the two officers who probably started the whole thing—LCDR L. C. Palmer (later Chief of the Bureau of Navigation) and LCDR H. C. Mustin.

Back around 1907 and 1908 LCDR Palmer was Gunnery Officer of USS *Vermont* and LCDR Mustin, Gunnery Officer of USS *Kansas*.

At calibration practice Palmer had photos taken of the splashes of our 7-inch, 8-inch and 12-inch shells to get an idea of their shape and size, and in 1908, during battle practice in Manila Bay, he had a crew stationed on a raft to take pictures of all salvos. Of course, the photos taken from the raft only showed overs and shorts. The rights and lefts had to be taken from the ship spots, but even at that we were able to increase our hits considerably.

Mustin had about the same idea, and had snapshots taken of his firing.

The present-day triangulation cameras came about largely as a result of LCDR Palmer's work in Manila Bay.—W. Eberlin, LCDR, USN (Ret).

• *Unfortunately, when we are working on material for the magazine, limitations on time and space often prevent us from making side-trips into every phase of our subject, and even when we do have time it's pretty hard to dig up information like that you have given us. However, thanks to such letters as yours, we're sometimes able to take these excursions without having to do all the work ourselves. And, for our guides we have eyewitnesses such as yourself, who were in on the events when they happened.*

Glad to have you as a reader—and as a writer of letters to us.—ED.

CO's Order Book

SIR: The command to which I am attached is preparing for the annual administrative inspection. In checking to see if the personnel office was performing its full duties and ready for inspection we came across the question: "Does your command maintain a CO order book?"

We don't, and I have been unable to find any instruction indicating that we should or shouldn't. I went to the officer who would be holding the inspection and asked if we were required to have the CO order book. He replied that he didn't know, but since it was on the inspection form he would have to count it against us.

I realize that such a volume might be used once or twice a year, but I do not think it would be an advantage to any personnel office to keep an extra logbook used so infrequently. Please clarify.—M. D. H., PN2, USN.

• *A "CO's Order Book," as such, is not required by Navy Regs. Article 0714 states that orders and matters of interest shall be published to the command, but in context, it appears to refer to standing general orders.*

Article 0751(m), which is applicable to COs of ships and aircraft, deals with a night order book *applicable to navigation and avigation. It is not believed that the "note" at the beginning of Chapter 7, Section 2, was intended to expand its application to other activities of the Navy.*—ED.

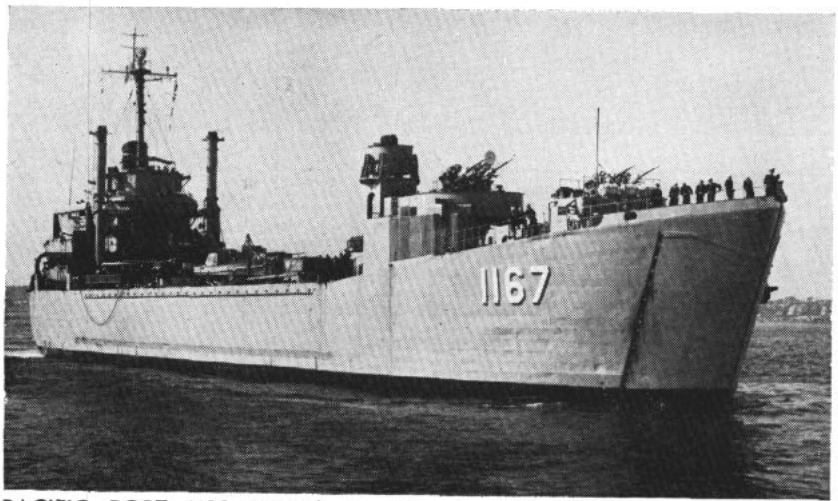
Reenlistment in Reserves

SIR: When my current enlistment in the Reserve expires in August, I will have 10 years' and eight months' naval service—all but two months of it active duty. Since I was too old for reenlistment in the Regular Navy (from a Reserve status), I shipped over in August 1954 and agreed to remain on active duty for three years. Last August, I agreed to remain on active duty for the balance of my enlistment.

Is it possible for me to ship over in the Reserve in August and remain on active duty? I will be 47 years old at that time.—E.C., END1, USNR.

• *BuPers Insts.* 1133.10A *and* 1133.11 *take care of cases like yours. You probably already know that the maximum* computed age *for reenlistment in the Naval Reserve can not exceed 44 years. In determining this* computed age, *you subtract all previous active and inactive military service from your calendar age.*

In your case, you'll be 47 years old and have 10 years and eight months of service when it's time for you to reenlist. What you do is deduct 11 years from your calendar age of 47 and come up with age 36. This will overcome the computed age *of 44 by eight years and make you eligible, so far as age requirements are concerned, for reenlistment in the Naval Reserve.*—ED.



PACIFIC PORT—*USS Westchester County (LST 1167)* pulls in at San Diego. She was one of five new LSTs transferred from Atlantic amphibs.

Chances for More Education

SIR: Over the past couple of years I have made my own one-man poll on the subject of educational opportunities. I asked approximately 500 Navymen about schools and colleges to find out if, given a chance to go to college, they would do so and put forth a 100 per cent effort to graduate. Those I talked to had a GCT and ARI score ranging between 90 and 100, which put them in the class of "average normal intelligence." Their ages ranged from 18 to 28.

During this informal survey 70 per cent of the men I talked to expressed a great desire to go to college. They also said that if they could get their education while in the Navy they would stay in for 20. All of these men were high school graduates.

Of the remaining 30 per cent, half were not high school graduates and they said they were too old to learn. The other half said they didn't want to beat their heads against the books and that they'd rather "ride with the current."

Since the Navy Enlisted Advanced Schooling Program requires a GCT and ARI total of 118, it is out of reach for the 70 per cent who wanted to go to college. The Tuition Aid Program is also out of reach for many of them, due to the expense involved. Yet, the Navy is crying for men with technical education.

Being in the 70 per cent category myself, I'd like to find out how we can get a higher technical education when, for many of us, both these programs are out of the question.—J. P. B., EM2, USN.

• *Before we go into the schooling available, we'd like to remind you of something you may have overlooked in your survey.*

You have referred to a GCT and ARI score ranging between 90 and 100 as putting a man in the class of "average normal intelligence." It is true that as a general rule a score of 50 on either test has been considered "average." However, although there is a correlation between the two types of tests, the GCT is not strictly an intelligence test, as is generally supposed.

The GCT and ARI portions of the basic battery of tests you took when you entered the Navy indicated the level of your verbal knowledge, and of your achievement in arithmetic at that particular time. Most individuals in the combined GCT-ARI range of 90 to 100 would have difficulty with college level studies even though they are high school graduates. So, if the group you approached were truly in the 90-100 range, chances are the majority of them probably wouldn't qualify for admission to institutions of higher learning. That's why the combination score of 118 is used as a minimum for NEASP. Men below that level would probably have trouble with the level and rapidity of the instruction given under that program. (For more on NEASP see the article on page 48).

There also may be something else you didn't take into consideration, when you counted yourself out so far as NEASP was concerned. You, as an individual, probably have a pretty good idea whether your own GCT and ARI scores are an indication of your actual ability, or if they only indicate your achievement as of a specific time. Perhaps, because of the interest in improving yourself which your letter apparently indicates, you have read widely in the years since you took those tests as a recruit, thereby improving your vocabulary and general reading comprehension. And, perhaps you have taken additional work in mathematics. If so, it is possible that you could improve your scores on a retake of the examinations. Permission to retake them will be granted by the Chief of Naval Personnel when the reasons for the re-examination are valid.

Now then, even if NEASP and the Tuition Aid Program are both out of the question, you still have at least three other ways in which to add to your technical knowledge. One of them is the U. S. Naval School, Electrician's Mate (Class B), which convenes at USNTC, Great Lakes, Ill., every two weeks. As an EM2 you are eligible for that.

The other two are the USAFI program and Enlisted Correspondence Courses, which your Information and Education Officer will be glad to talk over with you. In addition, he may be able to point out some opportunities for study which are available locally. —ED.

Six Stars for Hoel

SIR: The *Navy and Marine Corps Award Manual* (NavPers 15790—Rev. 1953) lists five engagement stars for USS *Hoel* (DD 533), the last one being for her participation in the capture and occupation of the southern Palau Islands (6 Sep to 14 Oct 1944).

I understand this ship was in the Battle of Surigao Strait until she was sunk on 25 Oct 1944, yet the manual lists no star for her in this engagement.

Doesn't she rate one?—S.A.B., CDR, USN.

• *She most certainly does—and action is now being taken to see that the Manual gives her credit for it.*

In the pivotal Battle of Surigao Strait, which gave the U. S. Fleet command of the eastern approaches to the Philippines, Hoel *fought in the action off Samar as a member of Task Unit 77.4.3. As a result, she rates not only a battle star, but also a share in the Presidential Unit Citation which she helped the task unit to earn.*

Besides Hoel *the ships in on the beginning of the battle were* USS Fanshaw Bay *(CVHE 70).* St. Lo *(CVE 63),* White Plains *(CVU 66),* Kalinin Bay *(CVE 68),* Gambier Bay *(CVE 73),* Kitkun Bay *(CVE 71),* Heermann *(DD 532),* Johnston *(DD 557),* Roberts *(DE 749),* Raymond *(DE 341),* Dennis *(DE 405)* and Butler *(DMS 29). The Japanese forces consisted of four battleships, four to six heavy cruisers and from seven to 10 destroyers.*

On 18 October, TU 77.4.3 began operating independently as a Northern Air Support Group about 60 miles east of Samar. Hoel *was part of the unit's antisubmarine and antiaircraft screen when the enemy force unexpectedly came through Surigao Strait in the early daylight hours of 25 October. During the hectic two-hour period which followed,* Hoel *put all she had into a desperate effort to cover the escape of the CVEs. In the process she*

The Nuclear Sub and Antisubmarine Warfare

SIRS: What happened? After reading the April issue of ALL HANDS in which you covered antisubmarine warfare from every possible angle, I was convinced that a sub didn't stand a chance against the Navy's highly versatile air, surface and sub-surface ASW team.

If such is the case, what happened when USS *Nautilus*, SS(N)571, the world's first atomic sub — now a granddaddy—entered San Diego harbor after transiting a 100-mile area patrolled by an ASW squadron consisting of destroyers, patrol planes, helicopters and submarines, without evening being detected or "sunk."

This performance by *Nautilus* was not a one-in-a-million shot either. The records show that she has had similar performances time after time. This is only the second time that she has had the opportunity to show her stuff to units of the Pacific Fleet. And show her stuff she did. Again she proved her ability by cruising underwater so fast, diving so deep and maneuvering with such agility that the highly trained ASW units of the Pacific Fleet could not cope with her.

All I can add to this is that Commander Anderson and *Nautilus* deserve another WELL DONE and our highly praised ASW units better get hot.—G.W.T., TM1, USN.

• *We also take our hats off to* Nautilus *but we must also emphasize the fact that our ASW forces are now "hot" and getting better all the time. And one of the major reasons for this improvement is because of* Nautilus *and our other atomic subs.*

When ALL HANDS *planned its ASW issue, we took into consideration that our existing ASW forces—destroyers, killer groups, patrol planes, blimps, submarines, and what have you—were capable of combating conventional subs. That's why we gave you all the a destroyerman's, airman's and submariner's point of view.*

But when it comes to killing nuclear subs—that's something else.

We pointed out again and again throughout one April issue that existing ASW forces are not capable of stopping a large number of nuclear submarines.

We are extremely fortunate, however, because this country does have Nautilus *and other nuclear subs to assist in training our ASW forces. Through extensive operations with them, the ASW forces have gained new knowledge and have launched an all-out concentrated effort to come up with new means of detecting and killing atomic subs.*

Before the U. S. Navy can do this nuclear sub-killing job—the way our ASW experts believe it has to be done —we'll need a major antisubmarine "breakthrough." Such a breakthrough can be expected in the not-too-distant future and will result in much greater detection ranges, and faster long-range weapons which will be capable of operating at extreme depths and will be able to overtake and destroy high-speed nuclear subs wherever they may be encountered. As an example of this just take a look at the Navy's new shipbuilding program which features nuclear-powered frigates and nuclear subs with even greater speeds than Nautilus *ever dreamed of. And be assured that these radically new ships will be equipped with the very latest type detection devices and ASW weapons available. More about this subject at a later date.*—ED.

took more than 45 hits from enemy shells.

She fired 10 torpedoes at the leading Japanese battlewagons and heavy cruisers in an attempt to damage or turn them, then made plans to retire to the southwest. However, by that time she'd been boxed in on all sides by enemy capital ships and she had only her two forward guns left to fire, so she didn't stand much of a chance. Japanese BBs were 8000 yards on the port beam and CAs were 7000 yards on the starboard quarter.

Altogether, according to one estimate, the enemy fired more than 300 two- and three-gun salvos at Hoel *during the engagement. Still, she kept hammering away as long as she could.*

"Before the ship sank," LT M. F. Green, USNR, Hoel's *CIC said, "we had to send people up to those two forward guns to chase the men out of there and make them cease firing and get off the ship. They didn't leave the gun mounts until there was a good list on the ship and she was settling by the stern."*

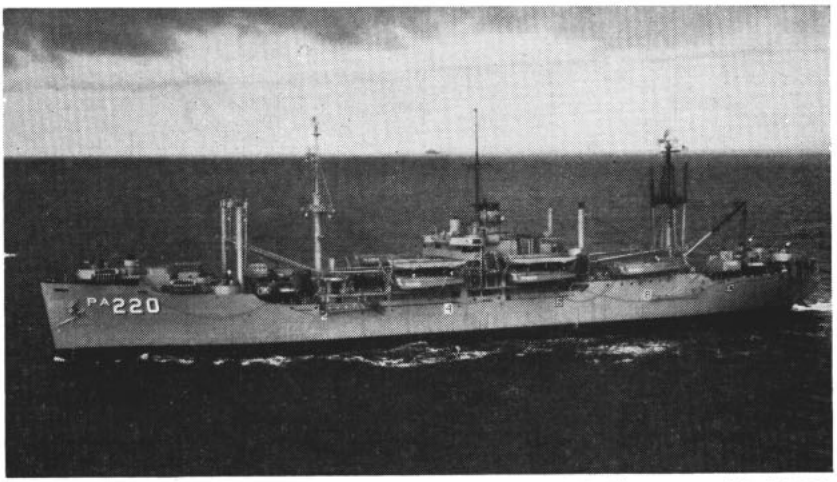
Hoel *continued to list to port and settle by the stern until finally, with a 20-degree port list and the fantail awash, she rolled over on her port side and sank stern first. She hadn't died in vain. Before going down she damaged several Japanese ships—one of them a heavy cruiser which was later scuttled. In addition, her main battery fire had effectively drawn much of the enemy's fire away from our carriers.*

There were 86 Hoel *survivors, many of whom were left in the water in rafts and a floater net for about 48 hours. Fifteen men died from wounds, exposure and shock. The losses might have been higher if the Japanese ships hadn't changed course to avoid running down the DD's rafts. "We don't know whether this was done for humane purposes or whether the Japanese thought our floater nets had mines attached to them," said Commander Leon S. Kintberger,* USN *(*Hoel's *skipper), afterward.*

When she went down Hoel *was only about 15 months old, but into those 15 months she packed as much fighting as some ships see in 15 years. Besides participating in the battle off Samar she saw action in the Gilbert Islands operation, the occupation of Kwajalein and Majuro atolls, the occupation of Eniwetok, the ASW operations of Task Group 30.4 in the Bismarck Archipelago area and, of course, the capture and occupation of the southern Palaus.*

Which all adds up to six battle stars between Hoel's *commissioning on 29 Jul 1943 and her heroic death on 25 Oct 44.*

Thanks for reminding us of what she did.—ED.



RIDING HIGH—Amphibious forces attack transport *USS Okanogan* (APA 220) makes way through Pacific off California coast. Her home port is Long Beach.

Seavey for Submariners

SIR: Is there any way an individual can extend his tour on board a submarine, other than the procedures indicated in BuPers Inst. 1306.62 for humanitarian reasons and ship operations?

If I were to write "shore duty not desired" in Block 15 of the Rotation Data Card, what consideration would this be given by processing activities?

And, last but not least, what effect will the Seavey/Shorvey Program have on the Submarine Force?

Your answer will mean much to all hands in PacFlt subs.—B.A.F., YN1 (SS), USN.

• *As to your first question, your best bet would be to advise the Commanding Officer, Enlisted Personnel Distribution Office, U. S. Pacific Fleet, that you want to stay in subs as long as possible. Since there is a shortage of qualified reliefs ashore at this time, submariners present a unique problem and many at sea will be extended.*

Of course, there is no guarantee that this will get you an extension. However, even if this doesn't work it won't necessarily mean that you'll have to say goodbye forever to submarines. All submariners will be returned to subs if the subs have an allowance for personnel of their rate.

Now for question number two. You may put "shore duty not desired" in Block 15. This is your block to tell your control officer what you want, and so long as your entry in that space is reasonable, you can expect it to receive careful consideration. The control officer reads everything on your data card before he makes a decision about you.

You may also write a letter to the Chief of Naval Personnel if you have a sincere desire to remain at sea. The rotation of personnel who are on operating ships (not preferred sea duty) and who sincerely desire to remain at sea is considered a hardship under the Seavey. Wait until you see if you are going to be extended automatically. If you are not, write your letter via the chain of command. Every effort will be made to keep you at sea provided someone else is not penalized because of it.

The over-all effect of Seavey-Shorvey on the sub forces will be one of very gradual change. Seavey will in no way interfere with sub force operations, but it will build up a reserve on shore duty to meet the problems of the future.

The plan is to rotate from subs to shore to subs. Naturally, when personnel are in a rate for which there is no requirement, or which is a crowded one in subs, they may have a problem returning to subs.—ED.

Who's As Hot as *Hyades*?

SIR: In the last three or four months I have noticed two articles on West Coast reefer ships in ALL HANDS Magazine, one being USS *Regulus* (AF 57) and the other USS *Vega* (AF 59). To put it bluntly I don't think they are so great.

As a former crew member of USS *Hyades* (AF 28), I believe we were hard to beat. During a trip to the Mediterranean in April and May 1957 we established two records for replenishment. *Hyades*, by the way, is equipped with steam winches and no conveyors. Everything had to be done by hand.

As you can see from the enclosed messages received by *Hyades* during that cruise, the West Coast ships had better take a back seat until such time as they can prove able competition. *Vega* and her 20-tons-per-hour would just be play for us. Also, I think *Regulus* had better get in plenty of practice.—W. R. Lawyer, PN2, USN.

• *The following are the messages received by the store ship* USS Hyades *(AF 28) during the April-May 1957, Mediterranean cruise:*

FM: USS GOODRICH (DDR 831)
ACTION: USS HYADES
EXCELLENT REPLENISHMENT X IT WAS A PLEASURE TO RECEIVE GROCERIES FROM YOU BT....
FM: USS SALEM (CA 139)
ACTION: USS HYADES
THANKS FOR AN OUTSTANDING JOB OF DELIVERING GROCERIES BT.....
FM: USS LAKE CHAMPLAIN (CVS 39)
ACTION: USS HYADES
YOUR DELIVERY TODAY OF 280 LONG TONS IN 2 HOURS 50 MINUTES FIRST TO LAST LOAD BEST PERFORMANCE WE HAVE SEEN X YOU REALLY PACKED OUR HANGAR BAYS X CONSIDER SUPERB DEMONSTRATION OF ORGANIZATION AND EFFICIENT LOADING X MANY THANKS BT....
FM: COMCARDIV FOUR
ACTION: USS HYADES
YOU HAVE THE BEST RIG CMM THE BEST ORGANIZATION AND THE HARDEST WORKING CREW THAT I HAVE EVER SEEN ON A REEFER BT.....
FM: COMSERVFORSIXTHFLT
ACTION: USS HYADES
COMCARDIV FOUR 111624Z AND LAKE CHAMPLAIN 110748Z PASEP X YOU HAD A BUSY DAY WITH ADVERSE WEATHER CONDITIONS BUT IN SPITE OF THE DIFFICULTIES ALL HANDS TURNED IN A SPLENDID PERFORMANCE X WELL DONE BT....
FM: COMSERVFORSIXTHFLT
ACTION: USS EVERGLADES (AD 24) / USS HYADES
CONGRATULATIONS ON A NEW RECORD TRANSFERRING RATIONS TO AN AD USING TWO RIGS DASH 54PT7 LONG TONS PER HOUR X SPIRITED PERFORMANCE OF BOTH CREWS AND EXCELLENT ORGANIZATION EVIDENTLY MADE THE RECORD POSSIBLE X WELL DONE BT....
FM: COMTRANSPHIBRON FOUR
ACTION: USS HYADES
OUR REFLENISHMENT IN GENOA WAS ACCOMPLISHED IN JIG TIME AND WAS QUOTE WELL DONE UNQUOTE BY ANY STANDARD X PRIOR TODAY I THOUGHT SIXTEEN TONS WAS A PRETTY GOOD DAYS WORK BUT FORTY TONS CANT BE DONE EXCEPT BY TRANSPHIBRON FOUR AND HYADES X WELL DONE TO ALL HANDS HYADES X COMMODORE BT....
FM: COMSIXTHFLT
ACTION: USS HYADES
YOUR INITIAL REPROVISIONING OF THE FLEET, FOLLOWED BY A TIMELY AND GRATUITOUS TOPPING OFF OF TF 60, WAS PERFECTLY EXECUTED X THE MANY PLAUDITS FROM YOUR SATISFIED CUSTOMERS WERE WHOLLY DESERVED AND DID NOT ESCAPE NOTICE X YOU SAIL HOMEWARD NEARLY EMPTY OF EVERYTHING EXCEPT OUR APPRECIATION BT....
FM: COMSERVRON TWO
ACTION: USS HYADES
QUOTE WELCOME HOME UNQUOTE X WELL DONE ON AN EXCELLENT PERFORMANCE WITH SIXTH FLEET X I WAS HIGHLY IMPRESSED IN READING THE MANY COMPLIMENTARY MESSAGES FROM YOUR CUSTOMERS BT....

Need we say more!—ED.

How Arizona Was Hit

SIR: For some time now, I have been reading in ALL HANDS about the bomb that went down the stack of USS *Arizona* (BB 39). It didn't.

I was attached to a repair unit at Pearl Harbor and was chief in charge of a group of acetylene cutters that removed all the superstructure and all topside steel down to the low tide level. In removing the stack, there were no indications that a bomb went down it, and it is only logical that a bomb would have torn the stack. After the stack was removed, soundings and diving disclosed that her battle grates were still intact. A bomb would have wrecked them.

Divers reported that her boilers were intact. Her forward bulkheads were intact, which would indicate that there was no explosion in the boiler room. It is possible that her ruptured oil tanks fed the fires on her.

After all the wreckage was removed from topside, we found a round hole, about 16 inches in diameter, alongside the 5-inch ammunition hoist, port side, in line with the hoist and stack.

It is possible that the bomb exploded the 5-inch magazines which, in turn, blew forward and touched off the 14-inch magazines and that all the force of the explosion blew forward.

As you know, much of her planking

was still intact and all the ammunition from her after magazines was removed and salvaged.

On the basis of this evidence I, for one, don't think a bomb went down her stack.—Louis J. Meindle, CMM, USN (Ret.).

• *You were there, and your evidence sounds convincing. We quote from* Arizona's *ship's history, compiled by the Navy Department's Naval History Division, Ships' Histories Section, which we assume to be the official versions. "Thundering explosions jolted the ships as a torpedo ripped into her port side and a large bomb went down the stack. Another large bomb of armor-piercing type, hit the forecastle, penetrated to a powder magazine and the resulting explosion in turn exploded* Arizona's *main forward battery magazines."*

This statement sounds as if they know what they're talking about. Nevertheless, we are forwarding your letter to Ships' Histories for their comment. We'll let you know.—ED.

SIR: Thanks for permitting us to comment on Chief Meindle's letter. As you state in your reply, his "evidence sounds convincing." To this we can only say—maybe so.

Here is a little more information from the official records:

1. SOURCE — *Commanding Officer* Arizona *report to Commander Battleships, Battle Force, Pacific Fleet,* dated 17 Dec 1941: "One heavy bomb, apparently 1000 pound or 2000 pound, went down the stack. Extent of damage unknown."

This report was signed by the senior surviving officer, since Captain Van Valkenburgh was killed in action.

2. Source—*Report of ComBatShip, BatFor, PacFlt to CinCPac,* dated 19 Dec 1941: "One bomb struck the fore plate of Number 4 turret, was deflected and exploded on the third deck; one penetrated just forward of stack, and one went down the stack."

3. Source—*History of the United States Naval Operations in World War II,* Vol. III, *The Rising Sun in the Pacific,* by Samuel Eliot Morison: "*Arizona* barely had time to sound General Quarters, man battle stations, and set Condition Zed (complete watertight integrity) when she received several torpedo and bomb hits.

"One torpedo passed ahead of *Vestal* and hit under turret No. 1; but the thing that broke her up was a heavy bomb that hit beside the second turret, penetrated the forecastle, and exploded in one of the forward magazines before it could be flooded—so fast the action occurred. This explosion completely wrecked the forward part of the ship. Flames shot 500 feet in the air; scores of men, including RADM Isaac C. Kidd, who was on the signal bridge, and CAPT Franklin Van Valkenburgh, who was on the navigation bridge, were killed. This happened, apparently, before 0756.

"Shortly after, a second bomb went right down the stack, a third hit the boat deck, a fourth the face-plate of No. 4 turret; and four more struck the superstructure between the bridge and the tripod mast. *Arizona* listed radically, but settled so fast she did not capsize."

His report on the Pearl Harbor attack is based on CinCPac report to SecNav.

4. Source—*Press Conference held by Secretary of the Navy, Frank Knox,* on 15 Dec 1941, after his trip to Pearl Harbor: Query: "You say in this loss of *Arizona* that the bomb was said to have literally passed down through the smokestack. Was it a lucky hit?"

Mr. Knox: "It certainly was a lucky hit."

In a few words—"Officially, the bomb went down the stack."—K. L., Naval History Division.

• *You heard the man.* Officially, *the bomb went down the stack. You're still entitled to your opinion, but it looks as though the history books are going to say it went down the stack.*—ED.

Memories of Nipsic

SIR: Just came across the "Way Back When" about USS *Nipsic* in your November 1957 issue. Since I knew her in her last days—1912—the item lit up the old eyes and brought back memories.

There is one slight error in the story. She actually ended her career as a floating brig, not a receiving ship, before the ship-breakers towed her to the beach and burned her for the metal in her hull.

I was a recruit back in 1912, when there were still quite a few veterans of the *Nipsic* days around. These old timers used to use 1889—the year *Nipsic* was in the storm at Apia Harbor—as a sort of marker. It was known as "The Year of the Big Wind," and whenever tales were told they were dated either before or after that event.

One of these tales was of the British ship that was with *Nipsic* at Apia. The Britisher's sails were torn to shreds when she tried running before the Big Wind and, according to the story, the crew brought her safely through by spread-eagling themselves in the rigging.

WE WOULD like to see different membership cards of this type.—ED.

FORE — All hands take cover to receive shot-line from *USS Tarawa* (CVS 40). The carrier, striving to improve her deck seamanship, tries this method of delivering shot-line during refueling at sea. It's reported to do wonders for the morale of the gang.

Another tale concerned Neils Torstensen, who had been a cox'n on board *Nipsic* during the Big Wind. As an elderly, 30-year chief master-at-arms, Torstensen was warden on board *Nipsic* during her last days. He retired about the same time as *Nipsic's* last decommissioning, and some years later—with "wind and water still in his veins"—he attempted a trip by himself from Puget Sound to San Francisco in a sailboat. What happened is not known, but his boat eventually washed up, dismantled and without him, on the coast of California.

This mystery gave the old timers something to talk about for a long time afterward.—John J. Wagner, SKGC, USN (Ret).

• *Thanks, Chief, for a very interesting letter.*

However, we're not so sure we made a mistake in our original story. The last paragraph of it says:

"In 1892 she was examined by a survey board, determined unserviceable for further warlike purposes and sailed to the Puget Sound Navy Yard where, among other duties, she was used as a receiving ship. On 11 Dec 1912 Nipsic *was stricken from the Naval Register." "other duties" would cover her service as a floating brig. But Nipsic has greater claims to fame in the Navy.*—ED.

Ship Reunions

News of reunions of ships and organizations are carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Bugara* (SS 331) — A reunion will be held in conjunction with the annual convention of Submarine Veterans of World War II, St. Louis, Mo., 14-17 August. Write to John S. Pochask, 25 Pearl St., Everett 49, Mass., for further details.

• USS *Owen* (DD 536) — A reunion will be held over Labor Day weekend at the Broadview Hotel, East St. Louis, Ill. For further information, write to Floyd Wooster, 7155 Dobson, Chicago 19, Ill.

• *63rd Seabees* — A reunion will be held from 30 August through 1 September at the Kentucky Hotel, Louisville, Ky. For further information, write to Paul Matchuny, 6108 Estelle Court, Louisville 19, Ky.

• *Veterans of Fleet Post Office, N. Y., (Navy 107)* — The annual reunion of those who served with Navy 107, FPO, N. Y., during World War II will be held in New York City on 8 November. For additional details, write to Veterans of Fleet Post Office, N. Y., Box 36, GPO, New York 1, N. Y.

• USS *Alvin C. Cockrell* (DE 366) — Those who served on board since the 1951 recommissioning and who are interested in holding a reunion with time and place to be decided may write to Chuck K. Allendorf, 5602 Exeter St., Greendale, Wisc.

• *LCI(L) Flotilla Two* — Former members who are interested in holding a reunion may write to Paul Carter, 804 - 4th Ave., Iowa City, Iowa.

How Oglala Got Her Name

SIR: I read with interest your account of the two *Shawmuts* and two *Aroostooks* on pages 26 and 27 of the January issue. Whoever performed the research for it did a good piece of work. The only thing I found lacking was the reason why the second *Shawmut's* name was changed to *Oglala.*

I never saw USS *Oglala* while she bore the name *Shawmut,* but I did pay many a visit to her as *Oglala* (CM 4). That was when I was serving in USS *Whippoorwill* (AM 35), of Mine Division One at Pearl Harbor, T. H., from Dec 1938 to May 1941, as a Pharmacist's Mate, First Class, and later, CPhM (AA). Since *Oglala* was then the division flagship, I often took the "sick, lame or lazy" to her when I couldn't cope with their cases myself, or when complete physical exams were required for reenlistment, discharge or promotion to WO.

If I remember my naval history correctly, here is why *Shawmut* became *Oglala:*

Back in the 1920s there were two ships in the Navy with very similar names—USS *Shawmut* and USS *Chaumont,* a transport. *Chaumont* was one of the old "Hog Islanders," so-called because they were constructed at Hog Island, Pa.—now the Naval Shipyard, Philadelphia. Originally she had been an Army transport, but she had been taken over by the Navy along with USS *Argonne* (AG 31) (in which I served from 1934 to 1936). Both these former Army ships were named after World War I battles.

Because *Shawmut* and *Chaumont* people often misspelled both names, mail for *Shawmut* often wound up on *Chaumont,* and that addressed to *Chaumont* often wound up on *Shawmut.* Finally, in order to avoid the confusion, the Navy began looking around for another name for *Shawmut*—preferably an Indian name, since *Shawmut's* sister ship, *Aroostook,* had one and *Shawmut* did not. The new moniker was found through the then President Calvin Coolidge.

In the summer of 1927, President Coolidge visited the Badlands of South Dakota, where he was made an honorary chief of the Oglala branch of the Sioux tribe, so he was looking for a chance to repay the honor.

As a result, *Shawmut* became *Oglala* on 1 Jan 1928.—E. H. Kershner, LT (HC), USN (Ret.).

• *Thank you for an interesting bit of background information. However, since you pointed out that something was lacking in our story, we think it's only fair that we find at least one fault in yours.*

You say Shawmut *isn't an Indian name, but it sounded like one to us, so we began digging around in encyclopedias, dictionaries, atlases, history books and almanacs to try to find out where the name could have originated. We couldn't find the answer in any of them.*

Then, we sent out an SOS to the Ships' Names and Sponsors Section, Naval History Division, and we had the answer in a matter of minutes.

As we said in the January issue, the Shawmut *you knew as* Oglala *was the Navy's second* Shawmut. *She was named after* Shawmut *No. 1, a wooden gunboat of the Civil War era. However, the original* Shawmut *got her name from an Indian village in Mass., so it is an Indian name after all.*—ED.

The Story Behind Your Rating Badge

THE DEVELOPMENT of the Navy rating structure as it exists today is based on the "idea of the rating as an occupational career" in the sea service.

To insure an up-to-date rating structure there is a continuing study of the professional and technical phases of the ratings made by experts who have the latest knowledge about our increasingly complex and scientific ships, planes and ordnance. The rating badges, specialty marks and distinguishing marks which are worn serve to indicate the development of the Navy into its present-day organization of technicians and specialists.

But it wasn't always like this. The Continental Congress, back in April 1776, in its *Instructions to Commanders of Privateers,* stated: "One third, at least, of your whole company shall be landsmen" (that is, men on shipboard with no experience in seagoing). This might have been a Colonial recruiting expedient. At any rate it had the effect of making more landlubbers sea-conscious and willing to serve in defense of the youthful United States.

The first, rather feeble steps toward a rating structure were taken in *Rules for the Regulations of the Navy of the United Colonies.* This mentions the surgeon's mate, cook, armourer, gun-smith, master-at-arms and sailmaker. It also requires the captain to take care when any "officers or volunteer seamen are turned over into the ship under his command from any other ship, not to rate them on the ship's books in a worse quality, or lower degree or station, than they served in the ship they were removed from; and for his guidance he is to demand from the commander of the ship from which they are turned over, a list under his hand, of their names and qualities. . . . Whenever a Captain shall inlist a seaman, he shall take care to enter on his books the time and terms of his entering, in order to his being justly paid."

It's a safe conclusion that the sailing-ship Navy of the late 1700s had never heard of a Permanent Board for the Review of the Enlisted Rating Structure.

Old records state casually that Loblolly Boy was included in the Muster Roll of USS *Constellation,* in 1798, and USS *President* in 1800. (Loblolly according to the dictionary, is a "thick gruel" and the boy who served it to the patients became a "loblolly boy." The term loblolly is also nautical slang for medicine.) Somewhere along the line, the rating line, that is, he became a Surgeon's Steward which in turn was changed by SecNav letter in 1866 to Apothecary. By this time the function of the rating is beginning to show. *Navy Regs* of 1870 calls him Bayman (probably "Sick-bay"-man) and by 1898 he had become a Hospital Steward. In between these dates appeared the Hospital Apprentice. In 1917 the Hospital Steward became Pharmacist's Mate.

The Loblolly Boy of 1798 was the forerunner of the Hospitalman and Hospital Corpsman of today. But the duties of the earlier rating were defined a great deal more loosely than for their modern counterparts. "A convenient place shall be set apart for sick or hurt men, to which they are to be removed, with their hammocks and bedding, when the surgeon shall advise the same to be necessary, and some of the crew shall be appointed to attend and serve them, and to keep the place clean. . ."

Occupational descriptions for early ratings are rather sketchy too. "A cooper shall make buckets with covers and cradles if necessary. . . Any master-at-arms who shall refuse to receive such prisoner or prisoners as shall be committed to his charge, or, having received them, shall suffer him or them escape, or dismiss them without orders for so doing, shall suffer in his or their stead as a court-martial shall order and direct." The changes since then have been for the better.

According to the records, the early Navy took its time about identifying ratings by the symbols so familiar today. Not until 1841 in the *Regulations of the Secretary of the Navy* were distinguishing marks for enlisted men prescribed. At that time, boatswain's mates, gunner's mates, carpenter's mates, masters-at-arms, ship's stewards and ship's cooks were to wear an eagle and anchor on the right sleeve. Quartermasters, quarter gunners, captain of fore-ship's corporals and captains of the hold were to wear the same device on the left sleeve. Present *Uniform Regulations* define Distinguishing Marks as: "Embroidered devices symbolizing special qualifications additional to those required for the various ratings."

The 1889 *Uniform Regulations* have this to say: "All petty officers shall wear on the outer garment a rating-badge, consisting of a spread eagle placed above a class (designating the rate) chevron. In the interior angle of the chevron, under the eagle, the specialty mark of the wearer shall be placed. The badge shall be worn on the outer side of the right or left sleeve, half way between the shoulder and elbow." Art. 1202 of 1951 *Regulations* says that a rating badge consists of an eagle perched with wings expanded, tips pointing upward, head to eagle's right. The chevrons indicate the wearer's rate, and a specialty mark his rating.

These specialty marks were added to the enlisted man's uniform for the first time in 1866. They consisted of the tools or instruments used in performing specific duties. The master-at-arms, the police officer of the ship wore the star of authority—a white, five-pointed star; the quartermaster, a double marine glass; a gunner's mate, two crossed cannons; a carpenter's mate, a broad axe; captain of forecastle, two crossed anchors; captain of the top, an open figure-of-eight knot; sailmaker's mate, a fid placed vertically. The same custom of having the specialty mark represent as nearly as possible the tool used in the rating, or a symbol typical of the job, continues down to the present day, with one exception —the cook. The cook originally had as a specialty mark a ring typifying one of the rings found in the lid on the galley range. This ring, commonly called the "doughnut," was subsequently changed to a crescent, the mark worn by men of the steward rating today.

The chart on the following pages shows graphically the evolution of the rating structure in keeping with the changing Navy and the gradual outgrowth of certain ratings from very humble and unpretentious beginnings. You take it from there and visualize for yourself the change in the Navy of John Paul Jones, Truxtun, Preble, Decatur, Farragut and Dewey, and the 1958-Navy powered by *Nautilus, Boston, Ranger* and *Gyatt,* the F8U *Crusader,* A3D *Skywarrior,* P2V-7 *Neptune* and P6M *Seamaster, Regulus I* and *II, Terrier, Sidewinder* and *Polaris*—and you.

CHANGING JOBS OF

The Navy After the American Revolution
Old Sailing Days of Canvas —Tar—Wood

*Boatswain's Mate . . . . . Term in use since 1775 Established in 1797
*Quartermaster . . . . . Term in use since 1798 Act of 1813
*Gunner's Mate . . . . . Established in 1797
*Quarter Gunner . . . . . Act of 1797
*Coxswain . . . . . Established in 1797
*Carpenter's Mate . . . . . Established 1797
*Carpenter's Yeoman . . . . Included in Muster Roll of USS *Constellation* 1798
*Master at Arms . . . . . Established in 1797
*Yeoman of the Gun Room . Act of 1797
*Cook . . . . . Established in 1797

Before and After the Civil War Era
Fading Sails—Steam—Sidewheelers— Iron

Boatswain's Mate
Master at Arms
Gunner's Mate
Quarter Gunner
Quartermaster
Carpenter's Mate
*Yeoman . . . . . First appears in 1835 Navy Register, Abolished in 1884, Re-established in 1893
Painter . . . . . First appears in 1846 Navy Register
Musician . . . . . First appears in 1838 Navy Register
Coxswain
*Landsman . . . . . First appears in 1838 Navy Register, Disestablished during period 1921–1925
Ship's Writer
Ship's Cook . . . . . Established in 1837, Replaced Cook
Sailmaker's Mate
*Seaman
*Fireman . . . . . Established 1842
*Boy

After the Spanish-American War—1900
Ranging Navy—Flotillas—New Look— New Power

Boatswain's Mate
Master at Arms
Gunner's Mate
Armorer
Quarter Gunner
Quartermaster
*Signal Quartermaster . . . 1865 Navy Regulations
Carpenter's Mate
Yeoman
Machinist . . . . . 1866 Navy Register
Blacksmith
Coppersmith
Boilermaker . . . . . Established 1869—Changed to Machinist Rates 1883—Re-established 1884; Replaced by Boilerman in 1948
Painter
Sailmaker's Mate . . . . . Established 1893
Ship's Cook
Baker . . . . . Established 1864
Bandmaster . . . . . Established 1885 Changed from Master of Bands

Prepared by ALL HANDS Magazine

THE U. S. NAVYMAN

*Seaman, Ordinary . . . . . Established in 1797
*Master's Mate . . . . . Act of 1797
*Cooper . . . . . Act of 1797
*Loblolly Boy . . . . . Included in Muster Roll of USS *Constellation* 1798 and USS *President* 1800, 1814 Navy Regulations describes duties

*Boy . . . . . Appears in Muster Roll of USS *Constitution*, in 1838 and subsequent editions of Navy Register
*Armorer . . . . . In use in 1775
*Sailmaker's Mate . . . . . Act of 1797, Disestablished during period 1921–1925

Armorer's Mate . . . . . 1835, 1836, 1837 Navy Registers
Captain of Forecastle . . . First appears in 1838 Navy Register
*Captain of Afterguard . . First appears in 1846 Navy Register
1st and 2nd Captains of Foretop . . . . . First appear in 1835–37 Navy Registers; Do not appear in 1938 and Subsequent Records
*Cooper
Captain of Hold . . . . . First appears in 1838 Navy Register

*Coal Heaver . . . . . Act of 1842
Master of Bands . . . . . First appears in 1838 Navy Register
*Officer's Steward . . . . . First appears in 1838 Navy Register
*Cabin Cook . . . . . General Order of 1864
Schoolmaster . . . . . Included in Navy Regulations of 1802 and Act of 1813
Ship's Corporal . . . . . First appears in 1835 Navy Register
Captain of Tops . . . . . 1838 Navy Register
Captain of Mizzentop . . . 1835 Navy Register
*Lamp Cleaner . . . . . Included in SecNav Letter of 1865

Bugler . . . . . Executive Order 1871
Musician (formerly Bandsman)
Coxswain
*Seaman
*Fireman
*Barber . . . . . Changed from Ship's Barber in 1885 Navy Register
*Bayman . . . . . Navy Regs of 1870 states manner of appointment
Printer . . . . . Executive Order 1893

*Landsman . . . . . Disestablished 1921–1925
Gun Captain . . . . . Executive Order of 1891
Turret Captain . . . . . Executive Order of 1903
Electrician . . . . . Executive Order of 1883
Seaman Gunner . . . . . Executive Order of 1869
Captain of Foretop . . . . First appears in 1884 Navy Register
Captain of Afterguard

No rating symbol on record

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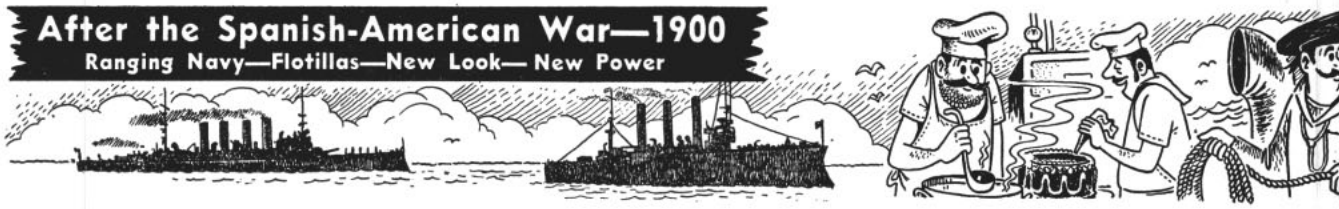
After the Spanish-American War—1900

Ranging Navy—Flotillas—New Look— New Power



- Captain of Maintop . . . . First appears in 1885 Navy Register
- *Carpenter and Caulker . . General Order of 1864
- *Caulker . . . . . Executive Order of 1893
- Water Tender . . . . . Executive Order of 1884
- *Paymaster's Steward . . . General Order of 1861 provides for pay of Paymaster's Steward—Changed to Paymaster's Writer in 1867
- Ship's Writer . . . . . General Order of 1864
- *Paymaster's Writer . . . . SecNav Ltr of 1867—changed to Paymaster's Yeoman in 1870 Navy Regs
- Plumber & Fitter . . . . Executive Order of 1893
- Apothecary . . . . . Changed from Surgeon's Steward in 1866; changed to Hospital Steward by 1898 Act
- Hospital Steward . . . . . Act of 1898—Changed to Pharmacist's Mate by Act of 1916
- Hospital Apprentice . . . Act of 1898
- Coxswain to Commander in Chief . . . . . General Order of 1864
- *Nurse (Male) . . . . . General Order of 1861
- Oiler . . . . . Executive Order of 1884
- *Lamplighter . . . . . US Navy Regulations Circular of 1885

The Navy in 1925

New Tactics—Surface—Underseas—Air

- Boatswain's Mate
- Coxswain
- Master at Arms
- Turret Captain . . . . . Executive Order 1903
- Gunner's Mate
- Quartermaster
- Special Mechanic . . . . . Established 1917
- Machinist's Mate . . . . . Executive Order 1903
- Printer . . . . . Executive Order of 1893
- Carpenter's Mate
- Water Tender
- Storekeeper . . . . . Established 1916
- Commissary Steward . . . Executive Order 1902
- Yeoman
- Pharmacist's Mate . . . . Changed from Hospital Steward 1917
- Hospital Apprentice
- Bandmaster, Musician
- Blacksmith
- Coppersmith
- Patternmaker . . . . . Established 1917
- Aerographer
- Molder . . . . . Established 1917
- Metalsmith
- Boilermaker

End of World War II—1945

Technical Training Pays Off

- Boatswain's Mate
- Gunner's Mate
- Turret Captain
- Quartermaster
- Mineman . . . . . Established 1943
- Torpedoman's Mate
- Signalman . . . . . Disestablished in 1948 Re-established 1956
- Fire Controlman . . . . . Established in 1943
- Radioman
- Radio Technician . . . . . Established 1942
- Radarman . . . . . Established 1943
- Sonarman . . . . . Established 1943
- Soundman Established 1943
- Carpenter's Mate

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*Mess Attendant . . . . . Executive Order of 1893
*Attendant . . . . . 1885 Navy Regulations
*Ship's Barber . . . . . 1870 Navy Register
Ship's Baker . . . . . Changed from Baker 1870 Navy Register
*Tailor . . . . . Changed from Ship's Tailor US Navy Register 1865
*Jack of the Dust . . . . . 1876 US Navy Regulations
*Apprentice . . . . . General Order of 1883—Changed to Seaman, Ordinary Seaman & Apprentice Seaman 1903

*Coal Passer . . . . . Changed from Coal Heaver by Executive Order of 1893
*Finisher . . . . . General Order of 1880
*Engineer Force Seaman . . Mentioned in Navy Dept Circular of 1871
Shipwright . . . . . Executive Order of 1893
*Surgeon's Steward . . . . . 1838 Navy Register and General Order of 1861; Changed to Apothecary 1866
*Writer . . . . . Executive Order of 1893
Ship's Yeoman . . . . . Executive Order of 1883

Engineman . . . . . Established 1917
Painter
Ship's Cook
Baker
Mess Attendant, Steward
Musician
Bugler
Ship Fitter
Signalman
Motor Machinist's Mate
Electrician's Mate
Aviation Ordnanceman

Aviation Pilot
Aviation Machinist's Mate
Radioman
Torpedoman
Aviation Metalsmith
Aviation Rigger
Aviation Carpenter's Mate
Photographer
Fire Controlman
*Seaman
*Fireman

Ship Fitter
Coppersmith
Metalsmith
Molder
Patternmaker
Special Artificer D. I. O. . Established 1943
Telegrapher . . . . . Established 1926 Authorized enlistment in Naval Reserve only

Painter
Blacksmith
Machinist's Mate
Motor Machinist's Mate
Electrician's Mate
Water Tender

No rating symbol on record

continued on next page

End of World War II—1945
Technical Training Pays Off

*Fireman
Boilermaker
Aviation Pilot . . . . . Established 1924
Aviation Machinist's Mate
Aviation Electrician's Mate Established 1942
Aviation Radioman . . . . Established 1942
Aviation Radio Technician Established 1942
Aviation Metalsmith
Aviation Ordnanceman . . Established 1926
Aviation Fire Controlman . Established 1945
Airship Rigger . . . . . Established 1943
Parachute Rigger . . . . . Established 1942
Aerographer's Mate . . . . Established 1942
Photographer's Mate . . . Established 1942—Split into Photographer's Mate and Aviation Photographer's Mate 1948
Storekeeper
Aviation Boatswain's Mate Established 1944

Navy of 1958
Electronic—Supersonic—Atomic Navy

DECK GROUP (I)

BM Boatswain's Mate
QM Quartermaster
SM Signalman . . . . . Incorporated in QM 1947 — Re-established 1956
RD Radarman
SO Sonarman

ORDNANCE GROUP (II)

MN Mineman . . . . . Disestablished 1947 Re-established 1948
GM Gunner's Mate
FT Fire Control Technician . Established 1948
GS Guided Missileman . . . Established 1953
NW Nuclear Weapons Man . Established 1957
TM Torpedoman's Mate

ELECTRONICS GROUP (III)

ET Electronics Technician . Established 1948

PRECISION EQUIPMENT GROUP (IV)

IM Instrumentman . . . . . Established 1948
OM Opticalman . . . . . Established 1948

ADMINISTRATIVE CLERICAL GROUP (V)

**TE Teleman . . . . . Established 1948
RM Radioman
CT Communications Technician . . . . . Established 1948
YN Yeoman
PN Personnel Man . . . . . Established 1948
MA Machine Accountant . . Established 1948
SK Storekeeper
DK Disbursing Clerk . . . . . Established 1948
CS Commissaryman . . . . . Established 1948
SH Ship's Serviceman
JO Journalist . . . . . Established 1948

MISCELLANEOUS GROUP (VI)

LI Lithographer . . . . . Established 1948
**PI Printer
DM Draftsman . . . . . Established 1948
MU Musician

ENGINEERING and HULL GROUP (VII)

MM Machinist's Mate
EN Engineman
MR Machinery Repairman . Established 1948
BR Boilermaker . . . . . Re-established 1956
BT Boilerman . . . . . Established 1948
EM Electrician's Mate
IC Interior Communications Electrician . . . . . Established 1948

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- Printer
- Ship's Serviceman . . . . . Established 1943
- Yeoman
- Hospital Apprentice
- Pharmacist's Mate
- Bugler
- Buglemaster . . . . . Established 1927
- Musician

- Mailman . . . . . Established 1944
- Chief Commissary Steward
- Baker
- Mess Attendant
- Steward . . . . . Established 1943
- Cook
- Coxswain

*Seaman

SF Ship Fitter Replaced ME & FP Established 1958

** ME Metalsmith

** FP Pipe Fitter . . . . . Established 1948

DC Damage Controlman . . Established 1948

PM Patternmaker

ML Molder

CONSTRUCTION GROUP (VIII)

SV Surveyor . . . . . Established 1948

CE Construction Electrician . . . . . Established 1958

EO Equipment Operator (Driver) Est. 1958

CM Construction Mechanic Established 1958

BU Builder . . . . . Established 1948

SW Steelworker . . . . . Established 1948

UT Utilities Man . . . . . Established 1948

AVIATION GROUP (IX)

AD Aviation Machinist's Mate

**AL Aviation Electronics Man Established 1948

AT Aviation Electronics Technician . . . . . Established 1948

GF Aviation Guided Missileman . . . . . Established 1953

AO Aviation Ordnanceman

AQ Aviation Fire Control Technician . . . . . Activated 1954

AC Air Controlman . . . . . Established 1948

AB Aviation Boatswain's Mate

AE Aviation Electrician's Mate

AM Aviation Structural Mechanic . . . . . Established 1948

PR Parachute Rigger

AG Aerographer's Mate

TD Tradevman . . . . . Established 1948

AK Aviation Storekeeper . . Established 1948

PH Photographer's Mate

PT Photographic Intelligenceman . . . . . Established 1957

MEDICAL GROUP (X)

HM Hospital Corpsman . . . Established 1948

DENTAL GROUP (XI)

DT Dental Technician . . . Established 1948

STEWARD GROUP (XII)

SD Steward

***Rating disestablished, but personnel still in rating*

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

OVERSEASMANSHIP—A group of Singapore Sea Cadets practice communication on the signal bridge of *USS Bremerton* (CA 130) while anchored in port.

Largest Fighting Squadron

"The largest fighter squadron in the Navy, based on one of the Navy's largest air stations for jets." That's the boast of Fighter Squadron 121 based at NAS Miramar.

With the job of training aviation personnel for the Pacific Fleet, VF 121 at Miramar and VF 121 Detachment Alfa at San Diego's North Island Naval Air Station are kept busy giving countless pilots and enlisted men classroom and operational instructions.

With the exception of personnel arriving directly from basic training centers, it can be said that all officers and men in VF 121 are both teaching and learning—for even the flight leaders and ground instructors are always preparing themselves as well as their charges for Fleet duty.

Known as the "Pacemakers," men of VF 121 lived up to their name during their recent deployment aboard uss *Lexington* (CVA 16), when the operational readiness report was the highest attained in recent years in the Western Pacific.

On this same cruise, VF 124 compiled one of the finest records ever achieved by a deployed all-weather fighter squadron. Since then, however, VF 124 has been absorbed by VF 121, as were segments of VF 122 and VF 143.

YESTERDAY'S NAVY

Construction of *USS Maine* was authorized, 3 Aug 1886. On 6-7 Aug 1943 a task group of U.S. destroyers sank three out of four hostile destroyers intercepted in Vella Gulf, Solomon Islands. The first large-scale amphib invasion of the Pacific took place when the First Marine Division landed on Guadalcanal in the Solomons, 7 Aug 1942. *USS Essex* captured British Sloop *Alert* on 13 Aug 1812. *USS Constitution*, 44-gun frigate, fought one of the most famous battles in naval history and defeated *HMS Guerriere* on 19 Aug 1812. On 20 Aug 1823 *USS Enterprise* captured *HMS Fly*. U.S. Fleet captured Fort Hatteras on 29 Aug 1861.

Tartar in Production

An $8,000,000 contract has been awarded by the Navy for pilot line production of *Tartar* guided missiles. The first of these will be used for testing and evaluation at the Naval Ordnance Test Station, China Lake, Calif., and aboard uss *Norton Sound* (AVM 1), before they are placed in full production.

Tartar is the newest and smallest of the Navy's guided missiles in the surface-to-air category. It is designed for use on destroyers and for secondary batteries aboard cruisers. The first ships to be *Tartar*-equipped will be destroyers in the current shipbuilding program.

The new missile is described as a junior version of *Terrier* which was the Navy's first operational surface-to-air missile. In spite of its small size, *Tartar* will have superior performance to that of the first operational *Terrier* missiles. Like *Terrier*, it will be a solid propellant rocket.

Production versions of *Tartar* will be installed in 13 guided missile destroyers, now being built, and in three heavy cruisers, uss *Chicago* (CA 136), *Albany* (CA 123) and *Fall River* (CA 131), which will be converted into missile ships.

Fightingest Flattop's Farewell

One of the most famous of the Navy's World War II aircraft carriers, uss *Enterprise* (CVS 6), is on her way to the scrap heap.

Described as "the fightingest carrier in the Fleet" (see ALL HANDS, February 1956, pp. 59-63), *Enterprise* saw action in nearly every major battle in the Pacific, earning 20 out of a possible 22 battle stars for carrier action in that area during World War II.

During that war, squadrons from *Enterprise* accounted for 911 enemy aircraft, 71 enemy ships sunk, and another 192 enemy ships damaged or probably sunk. At one time, she was the only U. S. aircraft carrier operating in the Pacific. She was reported sunk by the Japanese on seven different occasions.

The keel of *Enterprise* was laid 16 Jul 1934 at Newport News, Va. She was launched 3 Oct 1936 and com-

missioned 12 May 1938. She had an over-all length of 827 feet, a beam of 114 feet and a standard displacement of approximately 21,600 tons.

Authority to scrap the *Big E* was granted in January 1957, but no date was set at that time. In April, SecNav Thomas B. Gates, Jr., ordered that the scrapping program be delayed in order that the Enterprise Association might have additional time to raise funds to preserve the ship as a national shrine.

The Enterprise Association was composed of some 1400 ex-crew members of the ship and was headed by FADM William F. Halsey, Jr., USN (Ret). The group campaigned to raise the necessary funds—an estimated million dollars—to save the ship from the scrap pile, but ill health forced Admiral Halsey to abandon the effort before the money was obtained.

Lure of the Polar Country

Although a radioman first class, Russel L. Dehetre, USN, can also qualify as a First Class Polar Explorer. Fourteen trips to the Arctic and three to the Antarctic lend weight to his argument.

In addition to this distinction, he may also have another claim—service aboard an icebreaker longer than any other Navyman.

Dehetre, who is petty officer in charge of USS *Atka's* (AGB-3) radio shack is completing his seventh year of duty aboard the Seattle-based icebreaker.

According to his statistics, Dehetre figures that he has sent out approximately 4000 messages and has received at least 8000. During his *Atka* duty, he has seen some 1600 shipmates come and go, served under five skippers, four execs, and six division officers.

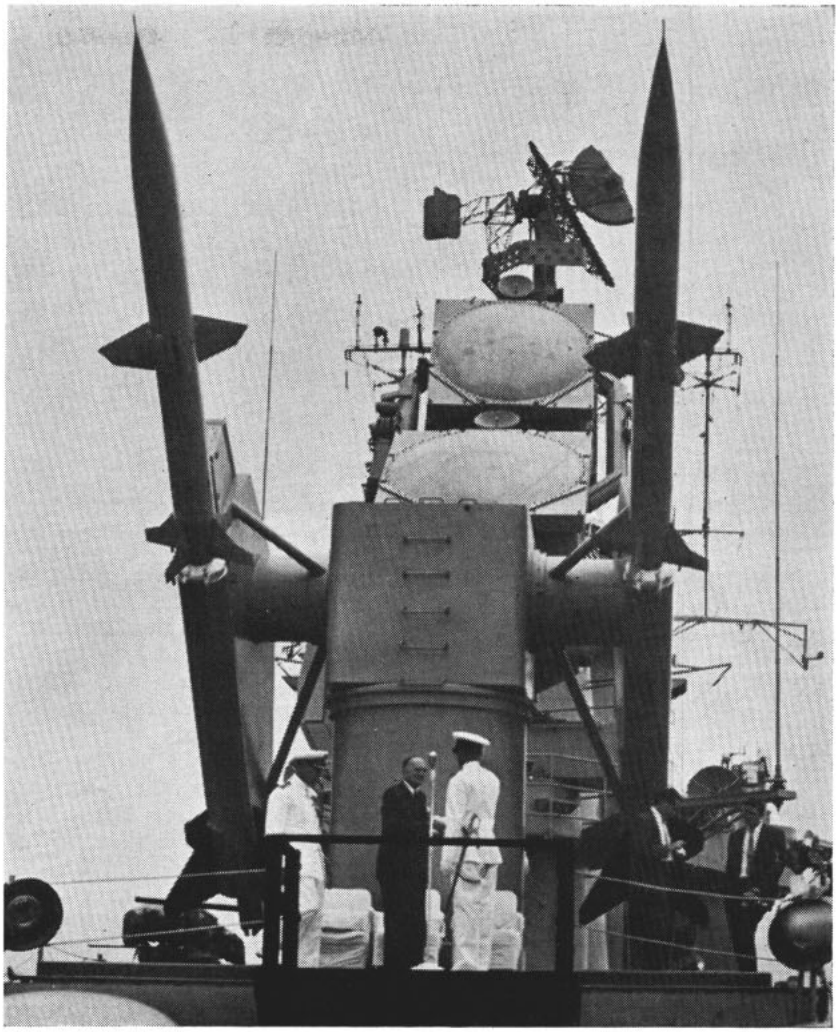
Statistics-conscious, he estimates that he has stood in *Atka's* chow line 7000 times, more or less, since 1951.

South Atlantic Force

A new antisubmarine command, the South Atlantic Force, has been established with headquarters afloat. The permanent duty station of the staff of the Commander, South Atlantic Force will be the U. S. Naval Station at Trinidad.

The new force, commanded by RADM E. C. Stephan, USN, will be responsible for naval tasks in the area consisting principally of all of the South Atlantic Ocean. Its principal task will be to carry out United States responsibility in the field of ASW, shipping protection, and other defense missions.

Initially, the 2650-ton destroyer, USS *Jonas Ingram* (DD 938), will be assigned as flagship.



FRIEND-SHIP—Australian Ambassador Howard Beale presents silver tray to USS *Canberra* (CAG 2) in Norfolk as a token of friendship of his people toward the guided missile cruiser which is named after Australia's capital.

Bullpup Hits Bull's-Eye

The accuracy and reliability of the guided missile *Bullpup* was demonstrated recently when a Navy test pilot destroyed a four-inch target two miles away.

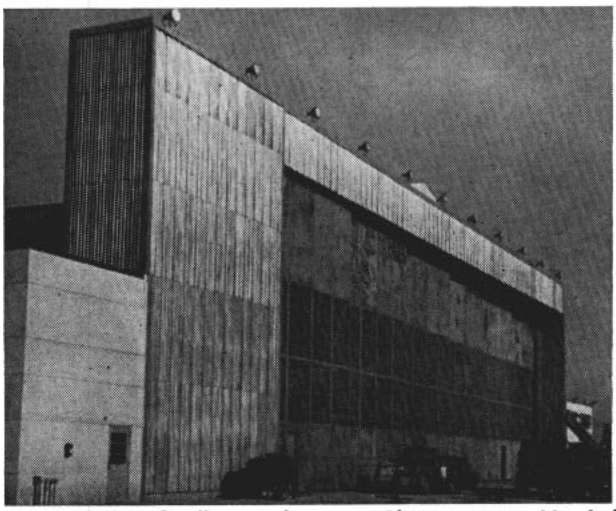
LT L. Wayne Smith, USN, a 1950 graduate of the Naval Academy, scored the impressive bull's-eye on his first shot with the 1300 mph. air-to-surface missile. Containing an inert warhead, the *Bullpup* destroyed the target, a four-inch square smoke pot. The shot was made in the North Atlantic during severe cold weather tests of the missile aboard the attack aircraft carrier USS *Franklin D. Roosevelt* (CVA 42).

The 11-foot-long missile weighs 540 pounds, is relatively inexpensive, and simple in design. Carried under the wings of carrier-based aircraft, *Bullpup* is intended for use against comparatively small targets — pillboxes, tanks, truck convoys, bridges, railroads and yards.

Course for Future Rocketmen

ComCruLant has launched what is believed to be the first Rocket Safety Program conducted for civilian educators and high school students.

This program, pioneered by RADM Lewis S. Parks, USN, was presented at the Norfolk Naval Station theater. It was conducted by rocket experts from ComCruLant staff, the Special Weapons School of the Atlantic Fleet Training Command, and the guided missile cruiser USS *Boston*.



FASRON 121 finally gets home at Chincoteague, Va. *Left:* New hangar. *Rt:* Temporary home at Puerto Rico in '53.

FASRon 121 Finds a Home

After seven years of wandering, Fleet Aircraft Service Squadron 121 (FASRon) has finally found a home. The unit has moved into modern quarters in a brand-spanking-new hangar at the Naval Air Station, Chincoteague, Va.

This is the FASRon's first permanent home since back in January 1951 at New Orleans, La., where the squadron was known as Reserve FASRon 821. The Korean conflict caused the FASRon to move to NAS Jacksonville, Fla., where it remained a month before being assigned NAAS Sanford, Fla., as its homeport. There the squadron assisted the Public Works Department in preparing the station for commissioning. Carrier Air Group Three arrived at Sanford in April 1951 and was supported by the FASRon until late 1952.

In February 1953 CNO again directed a change of home port, this time to Oceana, Va., and 700 numbers were dropped off the squadron designation making it FASRon 121. This was the first of three name changes that the squadron was to undergo during its 10,000 miles of wandering.

Supplemented with additional personnel, including a detachment of SeaBees, the FASRon set out to investigate the feasibility of a self-supporting activity which could provide support to patrol aircraft for short periods of time. Such an activity would have to operate without the benefit of regular shore establishment facilities and logistics. This explains the need for construction personnel.

Assigned to provide this type of support to aircraft involved in Operation Springboard 1953, 121 moved to Vieques Island in the Caribbean. The planes supported by the squadron operated from a barren airstrip and for three months FASRon personnel lived in tents.

Half of FASRon 121 next went to Chincoteague. The other half was deployed to Nassau, B.W.I., in support of an Atlantic Fleet operation. In the middle of 1954 the squadron underwent another name change, this time becoming Mobile FASRon 121 and — to prove its mobility — it moved to Roosevelt Roads, Puerto Rico. "Home" this time was a tent city which included a field hospital, a dentist's office and a disbursing office.

The trip back to Chincoteague and another name change came about in July 1955. The "Mobile" was dropped from its name and FASRon 121 settled down in its permanent quarters. Renovated barracks were used for administrative spaces and Butler huts for working spaces, but no hangar facilities were available.

Another deployment took the air unit back to Roosevelt Roads and upon their return to Chincoteague, FASRon 121 became oriented in the support of Attack Mining Squadron 13. While supporting this P2V squadron, the men of FASRon 121 kept a watchful eye on the construction work progressing near their makeshift working spaces. Finally this spring, after seven years of waiting, FASRon 121 has moved into a place it can truly call home, a brand new hangar complete with the latest facilities.

At last FASRon 121 can say, "I found a home in the Navy."

Good Year's Work for *Salem*

When the heavy cruiser, USS *Salem* (CA 139) gave up her duties as flagship of the Sixth Fleet to USS *Des Moines* (CA 134) this spring, her log showed a good year's work.

In 1957 Vice Admiral Charles R. Brown, Commander of the Sixth Fleet, left and returned to his flagship at sea no less than 107 times by helicopter. He was transferred from *Salem* to other ships and back by highline 43 times.

In checking the log, *Salem's* navigator LCDR Claude L. Tyler found that 1035 passengers arrived aboard *Salem* by helicopter and 805 departed that way. The whirlybird, an HUP-2, was launched and recovered 772 times.

Traveling by copter, highline, small boat—or just walking down the accommodation ladder—1067 men were transferred from duty in 1957, while 807 came aboard to replace them. Some of this changing was done at sea, some in port.

Salem came alongside other ships 355 times at sea. Only 291 of these approaches were made in daylight. After dark, she eased up to ships 64 times in 1957 with nary a scraped side.

Besides transfer of personnel, ships alongside replenished fuel, stores, and ammunition.

Salem took aboard 29,029 tons of fuel oil in the 73 hours she spent running along with tankers of the Fleet. During 61 hours alongside supply ships, *Salem* took on 1300 tons of provisions, 250 tons of Fleet freight, and 375 tons of miscellaneous items.

From ammunition ships *Salem*

took aboard 84.7 tons of powder and shells in 11 hours of operations.

All these "gimme" operations were held at sea, keeping ship and crew in readiness should they be unable to depend on shore bases for supplies. But *Salem's* 1957 was not all spent in receiving.

The 716-foot armor-plated cruiser doled out 469 tons of fuel oil to 29 destroyers. What she didn't give out, she consumed, and this is a breakdown on how she did it:

Last August, when the Sixth Fleet hovered off the Middle East, *Salem's* log turned up 7733 sea miles for the month. Her lightest month for steaming was December, with 2604 miles. For the entire year she logged 53,076 nautical miles, more than twice around the world, or 27 times the length of the Mediterranean Sea.

For this steaming, *Salem* stayed inside the Mediterranean except for one visit to Lisbon, Portugal, in August. In the same month she stopped at Gibraltar, westernmost point in the Med, and in November it was Beirut, Lebanon, at the eastern end. She touched at Malta and Crete, Sicily, Sardinia, Corfu, Rhodes, and Majorca, all Mediterranean islands. She also visited the African ports of Tripoli and Tobruk in Libya.

Navy's Electra

The Navy has selected a new four-engine turboprop aircraft for future ASW duties.

The new plane, known as the *Electra,* will eventually replace the famous P2V *Neptune* series. It is powered by four T-56 turboprop engines, will carry a crew of 10, and will be equipped with latest instrumentation for the detection and destruction of enemy submarines.

The *Electra* was determined to be the one plane that most nearly filled the requirements of the Navy for a land-based ASW aircraft. A research and development contract for a "mock up" model and further outfitting study will be awarded shortly.

By considering only planes already developed, the Navy was able to save time and money in ultimate delivery of the aircraft to the operating forces. A commercial version of the *Electra* will enter service this fall.

Aid in Copter Landings

An anemometer-windsock, recently developed by an HU-2 pilot, will help the hard pressed helicopter pilot get his bucking bronco on the deck more safely.

Originated and tested by LT R. F. Bennie, officer-in-charge of HU-2 Detachment 42, while aboard uss *Forrestal* (CVA 59), the windsock will assist in determining unsafe conditions caused by turbulent winds passing over the ship's hurricane bow, deck edge, island structure and aircraft parked on the flight deck.

The device was designed particularly for helicopter landing and for rotor engagements and disengagements. It will give the helicopter pilot and the ship's air officer an indication of the winds at the landing spot and help prevent possible landing accidents or blade flapping mishaps.

The winds well above the flight deck, as shown by the ship's anemometers, have been found to vary markedly from the turbulent winds existing on the flight deck itself. Up to now, no reliable indication of the actual landing conditions has been available.

The device consists of a dual windsock. Each windsock is calibrated to stream out horizontally only when a predetermined wind velocity is reached.

The green sock will stream when the wind reaches the maximum recommended wind for rotor engagement or disengagement. The red sock will stream when the maximum allowable wind is reached or exceeded. The socks also show direction of the relative wind and to some degree, indicate the extent of existing turbulence.

Triple-A Shellbacks

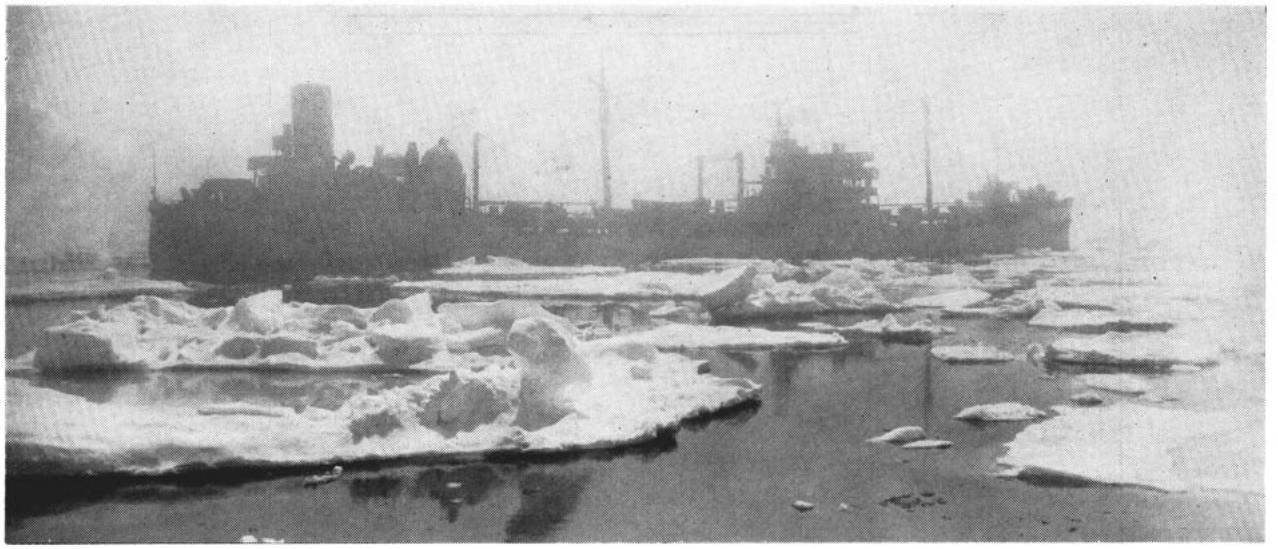
Crossing the equator is an event worthy of recognition and celebration aboard any ship but crossing it three times in one day while submerged is something else.

The officers and crew of uss *Menhaden* (SS 377) claim this distinction and have proclaimed themselves as "Golden Shellback Snorkelers."

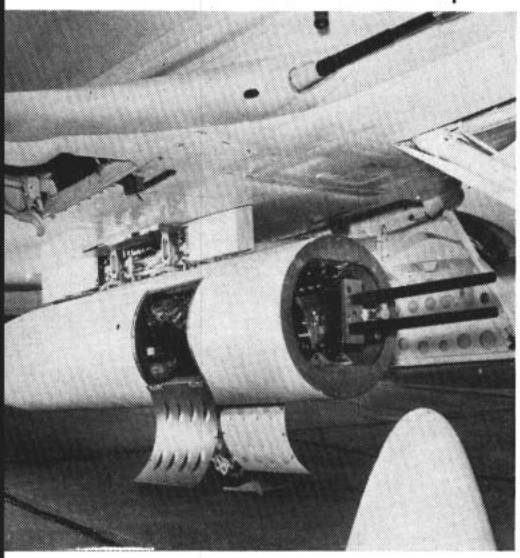
Menhaden crossed the International Dateline at the Equator (Latitude 00-00, Longitude 180-00 East and West) then backed down and repeated the performance. This feat took place while the guppy sub was en route from Newcastle, Australia, to Pearl Harbor.

In addition to visiting Australia and Pearl Harbor, the San Diego-based sub also visited Yokosuka, Japan; Subic Bay, P. I.; and Hong Kong, B.C.C., during the cruise.

ON ICE—*USS Kankakee* (AO 39) waits for help from Canadian icebreaker while on duty in the ice-filled Arctic waters.



NEW GUN-IN-POD is mounted to bomb rack and carried outside plane.



New Automatic Gun For Navy

A new double barreled 20mm automatic gun, with eight times the firing rate of its World War II counterparts, has been unveiled by the Navy. Designated the Mark 11, this new weapon is carried and fired in an external pod which is attached to the bomb rack of naval fighter and attack aircraft.

Two of these pods and guns can equip a plane with the firepower of 16 World War II 20mm guns. The weapon was designed by the Bureau of Ordnance. Air firing evaluation flights of the gun pod are being conducted at the Naval Aviation Ordnance Test Station, Chincoteague, Va.

The Mark 11's high rate of fire (4800 high explosive rounds per minute) is achieved by using a single revolver cylinder to feed rounds to both barrels. Expended ammunition cases are ejected as a package at high velocity from the rear of the gun, passing through ejection ducts out of the bottom of the pod.

This weapon fires more rounds per minute per pound of gun weight than any other aircraft gun in existence. Use of a variable-rate-of-fire control box in the pod makes it possible to select a rate of fire appropriate to the target and the tactical situation. This characteristic permits the pilot to use his ammunition sparingly until he gets on the target, at which instant the maximum rate of fire may be selected and immediately attained on the next rounds fired.

The pod increases the variety of interchangeable armament on the aircraft, adding guns to weapons already customarily carried externally such as rockets, guided missiles and bombs. It can be attached or removed in a short time and can be jettisoned by a pilot in flight if necessary.

PODS ENOUGH—An A4D-2 poses with 20mm cannon in its pod. External pod that makes plane structure lighter is easy to rearm, replace, maintain.

Another First for *Cimarron*

The 213 officers and enlisted men of "Big Cim" (USS *Cimarron*, AO 22), report that they have noted with considerable interest the statement in an earlier issue of ALL HANDS that the average donation of SubRon Three to the Memorial Stadium Fund was over $2.00 per man.

"What," they want to know, "do you make of our contribution? To date, we have chipped in some $1641.38 which, according to our figures, amounts to $7.71 per capita. Furthermore, we collected this in something less than a month. Any worthwhile comments?"

All we can do is mumble something about "Another first for *Cimarron*" and bow our heads in respect.

We should like to point out to our readers, however, that *Cimarron* has been well in the lead in any worthwhile naval endeavor for some little time. Few ships can lay claim, as does *Cimarron*, to having participated in almost every major naval operation in the Pacific through World War II—and still remain in active operation.

During its years of war, the ship has never suffered casualties or damage—which is a good thing, because *Cim's* usual load is more than four million gallons of fuel, including 420,000 gallons of aviation gasoline.

During the Korean episode, *Cimarron* replenished more than 200 different United Nations ships in over 600 fuelings. During this two-and-one-half-year period, she pumped two million barrels of fuel oil (at 42 gallons per barrel), and five million gallons of aviation gasoline. She also transferred hundreds of men, thousands of bags of mail, several hundred tons of freight and provisions, and countless bevies of drums of lubricating oil to ships while steaming underway.

Under the circumstances, it's not unusual that *Cim* should turn in a worthwhile job on the Navy and Marine Corps Memorial Stadium Fund.

To see how your outfit will stack up with other activities afloat, check the next page.

Teamwork Does the Spade Work for Navy-Marine Memorial

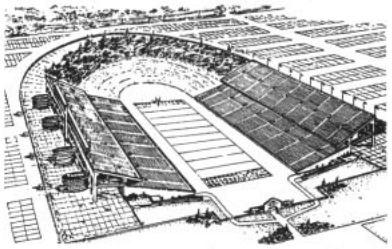
With some $148,000 yet to go, construction of the Navy-Marine Corps Memorial Stadium at the Naval Academy, Annapolis, Md., is well under way.

The facade is to be adorned with memorial plaques and the balconies of the stadium will depict famous battles such as Belleau Woods, Midway, Tarawa, Coral Sea, Iwo Jima and Inchon. State flags will fly from its highest points.

Memorial chairs dedicated to date range from seamen to the President and from John Paul Jones to midshipmen of the class of 1961. As the stadium is to be regarded as a living memorial, chairs may be dedicated—for a donation of $100—to any Navyman or Marine whether living or dead. The brass plate on the back of the chair may contain four lines of engraving, with a maximum of 25 letters and spaces per line.

Navy and Marine forces afloat and ashore have contributed generously to meet the $2,900,000 needed. Here's a list of the leading contributors afloat:

AirLant	
USS *Lake Champlain* (CVA 39)	$7003
USS *Essex* (CVA 9)	6923
USS *Saratoga* (CVA 60)	4276
USS *Forrestal* (CVA 59)	3460
USS *Randolph* (CVA 15)	3252
Special FASRon 200	446
FLogWingLant VR-24	2365
FLogWingLant VW-13	612
PhibLant	
USS *Spiegel Grove* (LSD 32)	$1225
USS *Olmstead* (APA 188)	981
USS *Mount McKinley* (AGC 7)	688
USS *Pocono* (AGC 16)	615
USS *Wahkiakum County* (LST 1162)	549
USS *Waldo County* (LST 1163)	505
BatCruLant	
USS *Des Moines* (CA 134)	$3480
USS *Albany* (CA 123)	3001
USS *Canberra* (CAG 2)	2988
USS *Salem* (CA 139)	2662
DesLant	
USS *Yellowstone* (AD 27)	$2300
USS *Shenandoah* (AD 26)	1050
USS *Charles S. Sperry* (DD 697)	1077
USS *Myles C. Fox* (DDR 829)	1603
USS *Robert H. McCard* (DD 822)	1020
USS *Gatling* (DD 671)	1006
MinLant	
USS *Observer* (MSO 461)	$ 708
USS *Salute* (MSO 470)	470
ServLant	
USS *Mauna Loa* (AE 8)	$2797
USS *Great Sitkin* (AE 17)	677
USS *Elokomin* (AO 55)	1527
USS *Salamonie* (AO 26)	1435
USS *Mississinewa* (AO 144)	896



ARTIST'S drawing shows completed stadium now under construction.

USS *Marias* (AO 57)	883
USS *Aucilla* (AO 56)	750
USS *Aldebaran* (AF 10)	345
USS *Cadmus* (AR 14)	1002
USS *Amphion* (AR 13)	840
USS *Tutuila* (ARG 4)	461
USS *Tanner* (AGS 15)	431
Cargo Handling Bat. No. 1	500
Mobile Construction Battalion No. 4	428
SubLant	
USS *Cobbler* (SS 344)	$ 590
USS *Sea Cat* (SS 399)	515
USS *Orion* (AS 18)	666
MSTSLant	
USS *Corregidor* (T-CVU 58)	$ 766
FMFLant	
Second Marine Aircraft Wing	$12,987
Second Marine Division	2430
Force Troops	1815
AirPac	
USS *Hancock* (CVA 19)	$12,380
USS *Hornet* (CVA 12)	12,200
USS *Ticonderoga* (CVA 14)	8474
USS *Philippine Sea* (CVS 47)	7883
USS *Kearsarge* (CVA 33)	6734
USS *Salisbury Sound* (AV 13)	1551
USS *Kenneth Whiting* (AV 14)	1453
COD Unit No. 21 (Japan)	708
Air Antisubmarine Squadron 21	475
Electronic Countermeasure Squadron 1	439
Attack Squadron 126	435
CruDesPac	
USS *Toledo* (CA 133)	$2347
USS *Bremerton* (CA 130)	2320
USS *Rochester* (CA 124)	2147
USS *Saint Paul* (CA 73)	2064
USS *O'Brien* (DD 725)	4029
USS *Walke* (DD 723)	3840
USS *Harry E. Hubbard* (DD 748)	3813
USS *Ernest G. Small* (DDR 838)	3805
USS *Nicholas* (DDE 449)	1659
USS *Eversole* (DD 789)	1571
USS *Higbee* (DDR 806)	1292
USS *George A. MacKenzie* (DD 836)	1211
USS *Spangler* (DE 696)	400
PhibPac	
USS *Bexar* (APA 237)	$4032
USS *Carter Hall* (LSD 3)	2957
USS *Mathews* (AKA 96)	2659
USS *Talladega* (APA 208)	1420
SubPac	
USS *Sperry* (AS 12)	$1744
USS *Nereus* (AS 17)	1724
USS *Wahoo* (SS 565)	1370
USS *Salmon* (SSR 573)	1121
USS *Catfish* (SS 339)	816
MinPac	
USS *Impervious* (MSO 449)	$ 464
USS *Loyalty* (MSO 457)	446
ServPac	
USS *Cimarron* (AO 22)	$1685
USS *Taluga* (AO 62)	305
USS *Aludra* (AF 55)	593
USS *Regulus* (AF 57)	546
USS *Ajax* (AR 6)	811
USS *Luzon* (ARG 2)	428
USS *Castor* (AKS 1)	442
Mobile Construction Bat. No. 3	332
Mobile Construction Bat. No. 5	300
MSTSPac	
USS *Gen. W. A. Mann* (T-AP 112)	$ 375
USNS *Gen. Edwin D. Patrick* (T-AP 124)	348
FMFPac	
Third Marine Division	$16,560
First Marine Aircraft Wing	2258

ON THE WAY—Navy-Marine Corps Memorial Stadium takes shape as foundation is laid for stands. Fund drive needs $148,000 to complete job.

FUN FOR ALL—Mobile Construction Bat. 11 at Cubi Point held a 'Seabee-Scout Day,' playing host with entertainment and chow for 176 local Scouts.

New All-Jet Training Program

Forrest Sherman Field at NAS Pensacola, Fla., was the scene of the launching of the first carrier jet aircraft ever to be used in basic training in the Naval Air Training Command. The flight, made in the T2V *Sea Star* jet trainer, introduced the Navy's new all-jet training program.

Chief of Naval Air Training, VADM Robert Goldthwaite, USN, present for the occasion, greeted Naval Aviation Cadet Preston H. Lineberger and his instructor LT J. R. Tappan who made the introductory flight. He said: "I consider this flight to be the dawn of an entirely new era in naval aviation training. Good luck to both of you."

An evaluation program to determine the feasibility of training all flight students from the ground up in jet aircraft is currently being conducted. It is expected that all future jet attack and fighter pilots will be trained in high performance jet aircraft in the Basic Training Command.

At present there are, in addition to NavCad Lineberger, 13 other students going through this evaluation program. These fourteen students had a total of 40 hours each at Saufley Field in the T-34 *Mentor* before reporting to the new jet unit at Sherman Field. By the end of the year, flight students will begin their primary training in the TT-1 *Pinto* jet.

Basic training will be taken in the T2V and students will complete their advanced training in the F9F-8 *Cougar*.

The T2V is a low, straight wing plane with tandem seats, capable of speeds in excess of 500 knots and it can operate comfortably at altitudes above 40,000 feet. The *Sea Star* is also configured for use in qualifying students aboard aircraft carriers.

The basic jet syllabus is a six-month program, with all training done on one field and in one type of aircraft prior to a student's entering the advanced training phases and flying transonic aircraft. The first two weeks will consist of extensive ground school followed by training conducted on wing and wing basis, with half a day of academic instruction and the other half spent in flight.

The academic phase of instruction will incorporate classes such as aerology, communciations, engineering, principles of flight and special weapons, as well as other courses pertinent to all Navy officers.

The flight phase will consist of 120 hours, 77 of which will be in dual flights. The student will be trained in various facets of flying: aerobatics, radio instruments, night and day navigation, formation flying and carrier qualifications. These two phases will be augmented by 50 hours of flight support classes, including instruction in rules, safety, and noise reduction, principles of flight and emergency procedures.

'Seabee-Scout Day'

The Seabees of Mobile Construction Battalion 11 at Cubi Point in the Philippines held a "Seabee-Scout Day" and played host to 176 Cub Scouts and Boy Scouts from Olongapo, Zambales. The scouts, ranging in age from six to 17, were treated to a good old-fashioned picnic with hot dogs and all the trimmings.

The Scouts made a grand entrance onto Subic Bay's Naval Station, marching in single file while whistling "Colonel Bogey's March." They watched as the Seabees roared heavy equipment back and forth, demonstrating the necessary steps in road construction. Then the youngsters put on a performance with their Drum and Bugle Corps, while well-trained, high-stepping Scouts drilled in real military fashion.

There were foot races and prizes, a guided tour of airplanes and a ship, followed by a picnic. Hot dogs, beans, ice cream and well over 100 gallons of pineapple punch were downed by the group.

When the day ended, the tired but happy group of Scouts didn't quite have the "kick" left to march as lively as they had earlier in the day. But they did manage a friendly wave of "Good-bye" as they trudged on toward their homes.

Outstanding Airmanship

A Naval Aviation Cadet who on his first flight in an F9F-2 *Panther* jet fighter suffered two flameouts at low altitudes, but was able to relight his engine and make a precautionary arrested landing, received a commendation and a "Well Done" for his outstanding performance during a flight emergency.

He is NavCad Claude D. Wilson, Jr., who faced one of the worst situations a pilot can run up against—a low altitude loss of power.

It all happened shortly after Wilson became airborne on his first flight in a *Panther* jet. He experienced a loss of power and engine failure and attempts to obtain a "quickie" relight in the primary system failed. Noting the failure, he switched to the emergency system and the relight was successful.

Climbing for altitude, Wilson's plane again lost power and flamed out. Another attempt for relight was successful and he began setting himself up for a precautionary flameout landing at Sherman Field.

Using the arresting gear, Wilson made a normal landing.

Bremerton's Good Sports

For the third consecutive year, the heavy cruiser USS *Bremerton* (CA 130) has been awarded the CruDesPac Athletic Excellence Trophy.

The latest award was presented, appropriately enough, at a boxing smoker on the fantail while she was operating in the South China Sea.

Bremerton's well rounded athletic program, including intramural contests both ashore and aboard ship, is continuing during 1958 even when cruising the Western Pacific as a unit of the U. S. Seventh Fleet. In addition to tournaments in softball, basketball, bowling, tennis and golf, *Bremerton* teams, nicknamed the "Ambassadors," compete with local basketball and softball teams whenever the ship is in port.

While visiting Singapore, the heavy cruiser's fire controlmen whipped *Bremerton's* Marine Detachment 13—8 in a fund-raising softball game that was played on the broad green esplanade in front of government buildings in that British Crown Colony.

The hard fought game played before a rain-soaked crowd of several hundred local spectators netted more than two thousand dollars for the Navy-Marine Corps Memorial Stadium being erected at Annapolis.

Columbus Scores in Gunnery

The heavy cruiser USS *Columbus* (CA 74) was recently awarded six gunnery efficiency E's as a result of a firing exercise conducted this spring off the coast of Southern California.

Her mark — says *Columbus* — stands as the highest achieved so far this year among the nine Pacific Fleet cruisers. A clean sweep was made by the warship's three 8-inch turrets. All three got an E. The other three awards went to mounts 51, 53 and 54.

Official word gives most of the credit to the individual turret and mount captains for the winning of these efficiency awards. Without their alertness and ability, these excellent scores could not have been accomplished.

Captains of turrets 1, 2 and 3 are Robert W. Hager, GM1; Victor Miller, GM1; and A. E. Reid, GM1. Captains of mounts 51, 53 and 54 are A. R. Ledbetter, GM1; S. A. Goodhue, BM1; and Van Soest, GM1. The Gunnery Officer of *Columbus* is LCDR W. C. Grace.

SIDELINE STRATEGY

TO THE NAVY'S top scattergun ace, winning trophies is like adding water to the ocean. In less than a week, Ken Pendergras, AEC, USN, added more than eight trophies as well as national and international skeet shooting honors to his already enormous collection.

This year he was named—for the third year in a row—on the All-American first team chosen by a leading outdoor sports magazine. At the same time as this announcement, he won the Inter-American All-Gauge Open Championship and eight more trophies.

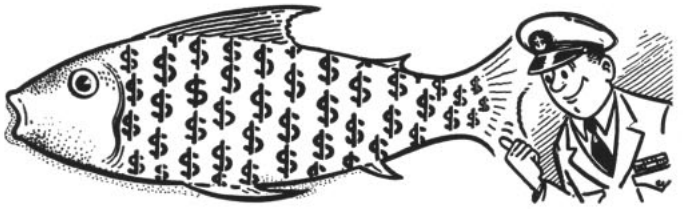
Competing against 85 top shooters from the U. S. and nine Latin American countries, Chief Pendergras knocked down 150 clay pigeons out of 150 in the Inter-American Open Championship at San Juan, Puerto Rico. In other competition at that meet, he was runner-up in the 20-gauge match with a score of 97 x 100; third in the 410-gauge championship with 90 x 100; and second in the High Overall Score for the meet with 337 x 350. In team competition he paired off with Ed Docherty of Massachusetts to capture the Two-Man Inter-American All-Gauge Championship with 398 x 400.

Pendergras is assigned to the "Hurricane Hunters" of Airborne Early Warning Squadron Four based at NAS Jacksonville. During competition in 1957, he had the highest average in the nation—with a 97.9 mark on 1500 registered targets—among 20-gauge gunners. In All-Around Competition, the international champ placed fifth in the nation when he finished the season with a mark of 97.7 on All-Bore clays.

★ ★ ★

In the September '57 Sideline Strategy credit was given to Harry S. Bonner, YNC, USN, of the Security Department, NTC San Diego, for making a catch that even the most experienced fisherman would take pride in making. When that story was published, we didn't know if Bonner's catch was a case of beginner's luck or that of an experienced angler. We know now.

According to information recently received from Chief Bonner, we found out that in national fishing contests in the past three years, he has won cash awards totaling more than $1000. At that rate, instead of being Chief Bonner's favorite pastime, fishing can also be classed as an added source of income. Last year, for instance, he hauled in more than $900 in cash and numerous equipment prizes. It looks as if 1958 is going to be a banner year too, as already he has been awarded a new station wagon, two outboard motors and more than $700 in cash awards.



So you see, all this is far from beginner's luck. According to his accurately recorded fishing log, he lured 2127 fish to his hooks in 104 fishing trips. This goes to prove that just as with any other form of talent the art of fishing takes a lot of practice.

—H. George Baker, JOC, USN.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **INSIGNIA FOR E-8, E-9**—You'll have no trouble distinguishing the new Senior and Master Chiefs.

Chiefs in pay grade E-8 (Senior) will wear a rating badge consisting

Senior Chief Grade E-8 | Master Chief Grade E-9

of the present CPO's rating badge with one star worn above the eagle's head.

Chiefs in pay grade E-9 (Master) will also wear the present CPO rating badge but two stars, arranged horizontally above the eagle's wings, will be added.

This change, which has been approved by the Secretary of the Navy, will be incorporated in a future change to *U. S. Navy Uniform Regulations.*

• ***USS ARIZONA MEMORIAL***—The Navy—in a nationwide public appeal—is seeking contributions to raise $500,000 for the construction of a memorial and museum to be located on or adjacent to the hulk of USS *Arizona* at Pearl Harbor, T.H.

Sunk during the 7 Dec 1941 attack on Pearl Harbor, the battleship *Arizona* still remains in her watery grave with 1102 Navy and Marine Corps personnel entombed. The site is now marked only by a wooden platform and bronze plaque erected over the still visible portions of the rapidly deteriorating superstructure.

Plans for providing a permanent memorial structure for *Arizona* and her crew, in keeping with other monuments to our war dead, were provided for in Public Law 85-344 signed by the President on 15 Mar 1958. This law authorizes the Secretary of the Navy to:

- Accept contributions for the construction of a memorial and a museum to be located on the hulk of the United States Ship *Arizona* or adjacent U. S. property in Pearl Harbor, T. H.
- Authorize Navy activities to furnish material to the Pacific War Memorial Commission for use in national promotion of a public subscription campaign to raise funds for the *Arizona* Memorial.
- Authorize Navy activities to assist in conceiving a design and in determining the construction cost for the memorial.
- Undertake construction of the memorial and museum when sufficient funds have been subscribed for completion of the structure.
- Provide for maintenance of the memorial and museum when completed.

The Pacific War Memorial Commission was created by the Hawaiian legislature in 1949 in an effort to bind together several historic sites in Hawaii into a Pacific Memorial System. The remains of the battleship *Arizona* will represent the Pearl Harbor terminus of this system. The Hawaiian legislature further empowered the Pacific War Memorial Commission to raise funds by public subscription for construction of a permanent *Arizona* Memorial.

SecNav Notice 5340 of 16 May 1958 requests commanding officers to assist the Pacific War Memorial Commission and its representatives in conceiving an appropriate design for the *Arizona* Memorial and Museum and assist in raising the funds needed to build it.

Contributions should be mailed directly to: *USS Arizona* Memorial Pearl Harbor, T. H.

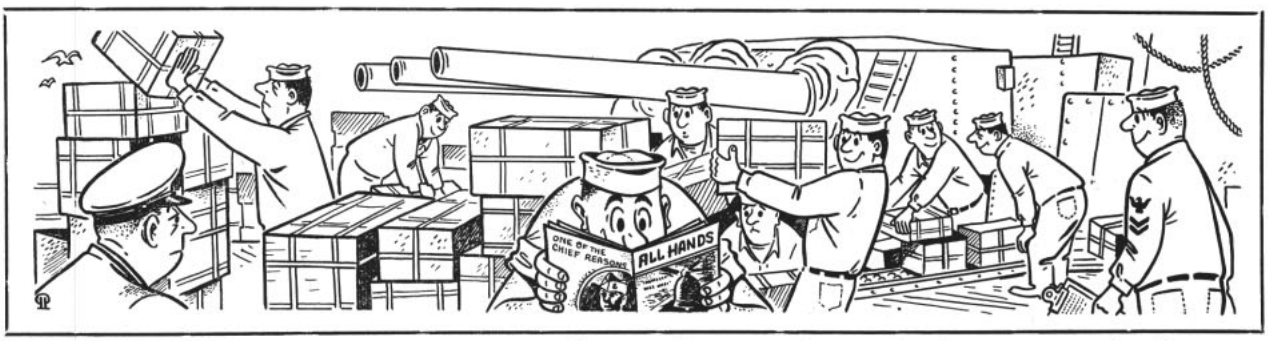
• **E-4 EXAMS**—No E-4 examinations for advancement in rating will be held this November, nor will any be held next May.

Service-wide examinations for third class petty officers, customarily held in May and November, have been cancelled by BuPers Notice 1430, of 10 June.

In the future, all examinations for advancement in rating to pay grades E-4, E-5 and E-6 will be held in February and August of each year. Exams for pay grade E-7 will continue to be held in February.

• **OFFICER DIVERS** — Applications for deep sea diving school are now being sought from Regular and Reserve officers (male) in the unrestricted line or LDO categories excluding aviation classifications.

Volunteers selected will be assigned to the 26-week Diving Officers Course at the U. S. Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D. C. This course provides training in all phases of deep sea diving, with particular emphasis on submarine rescue and salvage operations at maximum



ON BOARD or off—keep operations running smoothly. Pass this copy of ALL HANDS on to nine other Navymen.

depths. Instruction includes underwater mechanics, helium-oxygen diving and underwater work with SCUBA equipment. Successful completion of the course will normally lead to tours of duty in ASR-type ships and in the Navy's deep sea diving program.

No previous diving training is required.

To meet the qualifications for this training an applicant must be an ensign, LTJG or warrant boatswain. He must not have reached his 31st birthday before starting *initial* diving training. If he has previously qualified as salvage officer or diver second class, or he has been ordered as commanding or executive officer of a diving-type ship, he must not have reached his 40th birthday before starting training. Reserve officers must agree in their applications to remain on active duty for one year after completion of the course. Before submitting the request for diving training, the applicant must:

- Complete a physical examination to determine fitness for training in diving and submit a medical officer's certificate of his physical fitness along with his application.
- Be interviewed by a qualified diving officer as to aptitude and motivation for diving duty.
- Complete the recompression chamber pressure test, including the oxygen tolerance test.
- Perform an indoctrination dive in a diving suit under the supervision of a qualified diving officer.

The commanding officer's endorsement on each applicant's request for diving instruction shall include a written statement to indicate that procedures for selection, as outlined in the latest BuPers Inst. of the 1500.15 series have been followed. The wording to be used in the statement is contained in paragraph 3c(1) of that instruction.

The 26-week Diving Officers Course is not to be confused with the 10-week one, which is designed primarily for prospective commanding officers of submarine rescue vessels. Applications for this course are not desired, since officers of appropriate rank who are prospective COs or execs of ASR-type ships will be ordered to this course by the Chief of Naval Personnel as needed.

Officers interested in the 26-week course can find further information in BuPers Inst. 1520.4D and the references listed therein.

• **MORE BAGGAGE ALLOWED** — The normal MATS 65-pound baggage allowance for naval personnel traveling on permanent change of station orders has been changed.

When it is necessary to carry more than the normal baggage allowance in order to have the required uniforms when reporting to a new duty station, an *excess baggage allowance* of 55 pounds for officers and 35 pounds for enlisted personnel may be authorized.

If, in the opinion of the order-writing activity, an additional baggage allowance is necessary, it may be granted—just so the total baggage allowance of 165 pounds is not exceeded.

Each dependent may be allowed 100 pounds of baggage, regardless of age.

• **USAFI ENROLLMENT FEE**—Since 1 Jul 1958, the initial enrollment fee for correspondence courses from the United States Armed Forces Institute has been $5.00 instead of the customary $2.00 fee.

The increase in the enrollment fee —a one-time charge for USAFI students—was due to the increase in cost of study materials. The average supplies for a single USAFI correspondence course cost $6.75. So, you see, at $5.00 you're still getting quite a bargain.

And to top that, by paying just the initial $5.00 enrollment fee, you could conceivably take as many as 150 USAFI correspondence courses without added cost. The only hitch is, you must successfully complete the course in which you are enrolled before you can apply for another one.

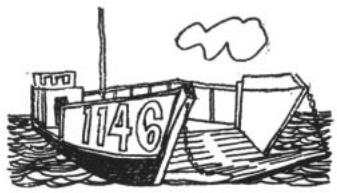
In addition to the increase in enrollment fees, other changes in USAFI enrollment policies and procedures were effected on 1 July. As a result, self-teach-courses have been discontinued and are being converted to correspondence courses; and group study participants using USAFI course materials will continue to enroll with USAFI, but without fee.

Enrollment in group study courses will be made on DD Form 305, submitted for each student under a letter of transmittal to the nearest USAFI branch.

Further detailed information concerning USAFI courses can be found in *The USAFI Catalog,* NavPers 15857C; the 1958 spring issue of *The I & E Newsletter.*

HERE'S YOUR NAVY

Newcomers to the Amphibious Force as well as many old-timers in the Gator Navy rarely pass the piers at the Naval Amphibious Base at Little Creek, Va., without giving a second look at the many rows of small gray craft tied up there. They are LCUs—the Jacks-of-all-trades of the Amphibious Force.



One of the smallest yet most useful units of the entire Amphibious Force, the 240-ton LCUs play a vital part in modern amphibious landings. Fundamentally, they are self-propelled barges.

Built somewhat like a rectangular steel box with a flat bottom, they have a ramp and forecastle compartments attached forward. Aft are the quarters, head and galley for her seven-man crew. Mounted on the 01 level is the pilot house, anchor winch and two 20mm guns.

The engineroom is below decks at the stern. Here is housed the propulsion unit; three 225-horsepower diesel engines, and two diesel-driven generators which furnish electric power.

There is plenty of room in the living compartments to berth 15 men. These small craft have a compact galley containing two sinks, a large oven and an open grill. But, best of all, is the refrigerator which is available to all, 24 hours a day.

Skippers of the LCUs are CPOs. Their cabins are furnished with a desk safe, two bunks and two large lockers.

The men serving in these craft say that it's the best duty in the Gator Navy.—W. L. Cremieux, SN, USN.

THE BULLETIN BOARD

Have You Checked the Big Opportunity in NEASP and NESEP?

IF YOU'RE UNDECIDED about the future—that is, you don't know whether to leave the Navy to go to college or stay in and make the Navy your career—your problems may be solved. Under the Navy Enlisted Advanced School Program (NEASP) and the Navy Enlisted Scientific Education Program (NESEP) you can go to college while in the Navy and still enjoy a naval career.

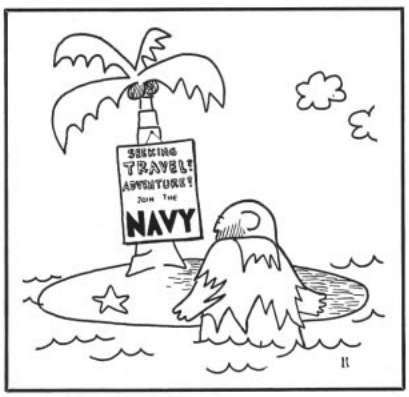
• ***The Navy Enlisted Advanced School Program*** offers selected petty officers an education leading to a baccalaureate degree at civilian institutions of higher learning. This schooling is conducted in two phases of two years each with a two-year assignment to duty in an appropriate billet between each phase. The total college training will not exceed four calendar years including summer sessions. Here's a quick rundown on this program:

NEASP is designed to prepare highly qualified petty officers for assignment to duty as systems engineers for advanced fire control systems, advanced armament (including nuclear weapons), digital computers and nuclear propulsion.

Personnel selected for this program will be ordered to the Naval Prep School at NTC Bainbridge, or to the Service School Command, NTC San Diego, for approximately nine weeks of temporary duty under instruction before entering the fall semester of college. During this preparatory college training, selectees will receive preliminary instructions in mathematics, physics, English usage, and orientation in the Navy Enlisted Advanced School Program.

After completing prep school, candidates will be ordered to the designated college or university to begin classes in the fall term. The first phase of this training consists of two full years of college work. Summer periods will be devoted to attendance at regular summer school sessions and special naval assignments. Normal leave will be granted during the Christmas holidays and other academic holidays.

All-Navy Cartoon Contest
Robert Carola, JO3, USNR



Following the initial two years' schooling, trainees will be assigned to two years' duty at sea in ships or units with advanced integrated systems in line with their training and special qualifications. Then, provided still qualified and a volunteer, they will be eligible to request the second phase of the college training. If considered qualified, they will be ordered ashore for advanced phase of training at appropriate college or university. This final phase of training is for two full years, including classroom studies and time devoted to summer cruises or other field duties.

These courses lead to a baccalaureate degree in electrical engineering. When graduated from college, trainees will be assigned to duties for which they are qualified.

While attending college under NEASP, trainees will be eligible for advancement under a special career pattern. Upon enrollment in the college or university, qualified personnel in pay grade E-4 will be advanced to E-5. Then at the end of the first year in the program or after one year of service in pay grade E-5, whichever occurs first, trainees will be advanced to pay grade E-6.

When they satisfactorily complete the first phase of the program (two years of schooling) they are advanced to CPO (E-7) or after completion of three years' service in pay grade E-6, whichever occurs first.

When entering the NEASP program all personnel will be converted to the FT(SY) rating, in equal pay grade. If they are dropped from the program, they will convert to their former rating or any appropriate rating for which they can qualify and as warranted by the needs of the service.

Personnel in the Enlisted Advanced School Program are encouraged to apply for Warrant (W1), LDO and Integration Programs when eligible. Completion of the program to the baccalaureate level will qualify students—if otherwise eligible—for a commission. Warrant and commissioned officer selectees will be appointed in regular order and continued in the program, including eligibility for selection for the second phase of NEASP—the third and fourth years of college.

If selected for officer or warrant status during the first two-year training period, students will continue on at the school in which enrolled to the baccalaureate degree level without the interposition of a two-year Fleet Training period.

• ***The Navy Enlisted Science Education Program*** places emphasis on the broader aspects of science, mathematics and engineering education. Enlisted men and women with outstanding qualifications will be provided a four-year college education leading to a baccalaureate degree in specified areas.

Like the NEASP, personnel selected to NESEP will be ordered to the Naval Prep School at Bainbridge, or to the Service School Command at San Diego, for nine weeks of summer training before entering the fall term of a designated college or university. While at college under the Science Education Program, trainees will attend regular summer sessions or receive naval training, including officer candidate indoctrination. Normal leave will be granted during the Christmas holidays and other holidays in the academic year. The four years at college will count as a normal tour of shore duty.

NESEP trainees will maintain

their enlisted status while enrolled in this program and will be eligible for advancement in accordance with the normal procedures applicable to other enlisted personnel including service-wide examinations. Completion of the course of instruction to the baccalaureate level will qualify eligible personnel — if otherwise eligible — for a commission.

Qualifications—To be eligible for either of the above outlined programs, you must be enlisted in the Regular Navy or Naval Reserve (including TAR) on active duty, and not have reached the age of 30 by 1 July of the year selected.

For NEASP you must be a male third class petty officer or above at the time of application, while NESEP is open to both male and female personnel in pay grade E-2 or above. NEASP applicants must have completed three years' active naval service by 1 July of the year selected, while the only duty requirement for those applying for the Enlisted Science Education Program is the completion of recruit training or its equivalent at the time of application. Personnel applying for either program must be high school graduates or possess high school level GED test score qualifications in accordance with *BuPers Manual*, article D2103, paragraph 14a., and have a combined GCT and ARI score of at least 118.

Candidates for the Enlisted Advanced School Program must have four years' obligated service as of 1 July of the year selected, and a minimum of four years' obligated service as of 1 July of the year selected for the second phase of the program. NESEP candidates are required to have six years' obligated service as of 1 July of the year selected and upon completion of the second year of college must execute an agreement to extend their enlistment for two additional years.

All personnel applying for either program must be citizens of the U.S.; be recommended by their CO; have a clear record for the past two years, and have a final Secret security clearance before entering college. Applicants may be married or single as there are no restrictions on marital status.

In addition, applicants must meet the required physical standards.

If you meet the above listed eligibility requirements, you better get hot and submit your application now. You have only until 15 Oct 1958 to apply for schooling which begins in the 1959 Fall term.

A single application requesting consideration for both programs may be submitted if you desire dual consideration. Applications must be submitted on the Enlisted Evaluation Report, NavPers 1339 (Rev 3-56). Be sure to provide all the information requested on both the front and the back of the form.

Applications must have a completed BuMed Standard Form 88 and 89 and all transcripts supporting the educational background of the individual. High school transcripts are required for consideration before the selection board.

Applications will be reviewed by the Chief of Naval Personnel and a screening examination will be forwarded. This examination will be given on the first Monday in December.

Final selection for both programs will be made during March of the year of college entrance. Selection will be determined on the individual's service record, prior educational endeavor, commanding officer's recommendations and screening examination scores. Selected candidates for both programs will be issued orders in time to report to the prep schools by class convening date.

Complete detailed instructions govering the Navy Enlisted Advanced School Program and the Navy Enlisted Scientific Education Program can be found in BuPers Inst. 1510.69C of 21 May 1958.

Navyman's New Shoes Win in a Walk

Chances are that one of the reasons you joined the Navy was to see the world. And, as you must have realized by now, one of the modes of travel involves the usage of shoe leather.

To help you get 50 per cent more mileage from your liberty shoes, the Navy has adopted a tanned leather butyl-rubber impregnated sole. This sole has withstood the toughest tests to outlast ordinary military dress shoes by a wide margin.

It was wear-tested for three years by the Research and Development Division of the Navy Clothing and Textile Office, Brooklyn, N.Y., and at the Anacostia Naval Air Station in Washington, D. C.

All-Navy Cartoon Contest
Richard W. Blaisdell, Ens, USNR

"Ask Combat for her range, bearing and telephone number!"

Four More Correspondence Courses Ready for EMs

Four new Enlisted Correspondence Courses are now available. The new courses are:

Course	NavPers No.
Basic Electronics	91227
*Lithographer 3, Vol 1	91472-1
Aviation Fire Control Technician 3	91633
Metalsmith 2	91534-1

*May be retaken for repeat Naval Reserve credit.

Two have been discontinued.

Course	NavPers No.
Printer 3	91477-1
Printer 2	91478-1A

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Those on inactive duty will have courses administered by the Center.

Here's Rundown on Dislocation Allowances for Navy Families

IN AN EFFORT to clear up a number of misunderstandings pertaining to the payment of Dislocation Allowances, here's a complete rundown of just what's what:

What Is A Dislocation Allowance?

A dislocation allowance is a payment made to individuals in an effort to lighten the financial burden involved in moving their dependents and household goods upon a permanent change of station. This allowance is in addition to all other allowances authorized except for those persons who elect to receive a trailer allowance.

The dislocation allowance, payable since 1 Apr 1955, was authorized by Public Law 20 of the 84th Congress.

What Is The Amount Payable?

The amount payable as a dislocation allowance is equal to your monthly basic allowance for quarters (BAQ) that you were receiving on the effective date of your permanent change of station orders. This allowance will not be prorated nor paid more than once in connection with a single change of station.

When Is A Dislocation Allowance Payable?

In general, you will receive a dislocation allowance when your dependents have completed travel and relocated their household in connection with a permanent change of station if dependents' transportation or travel allowance is authorized. Actual transportation of dependents at government expense is not a prerequisite to entitlement to the dislocation allowance.

You are entitled to a dislocation allowance when your dependents have completed authorized travel to a designated place in the event you are transferred or assigned to a restricted area, or when your dependents are not authorized concurrent travel. The dislocation allowance will be payable to you upon completion of your dependents' travel to the designated place. When such payment is made, you are not entitled to any further dislocation allowance until you receive another permanent transfer. If your dependents do not move to your new duty station before you receive further permanent change of station orders to a new station and your dependents

"I suppose you're all wondering just why I called you here. . . ."

are authorized to move and do move in connection with your latter permanent change of station, you are eligible to receive payment of the dislocation allowance.

In the event you are stationed overseas and are transferred to a hospital in the U. S. for treatment, and your dependents return to the U. S. and relocate their household incident to such treatment, you are eligible to receive payment of the dislocation allowance. If you are stationed in the U. S., however, and transferred to a hospital for treatment, you are not entitled to a dislocation allowance.

• It should be noted, however, that Public Law 20 places certain restrictions on the payment of the dislocation allowance. In this respect, you're entitled to receive only one dislocation allowance during any fiscal year, unless the Secretary of the Navy considers that the needs of the service require you to make more than one permanent change of station during the fiscal year. (More on this later.)

Even with a permanent change of station, a dislocation allowance is NOT always payable. Here's a list of the cases under which you will not receive a dislocation allowance:

• If you are an enlisted man in pay grades E-1, E-2, E-3, or E-4 with four years' service or less.

• If you are a cadet or midshipman.

• If you are attending a school or assigned to an installation as a student, if the course of instruction is less than 20 weeks' duration.

• If you are called to active duty for training for a period of less than one year.

• If you are called to active duty for other than training duty for less than six months.

• If you failed to receive revocation of permanent change of station orders because you took advantage of a leave of absence and the notice of revocation was received at your old permanent station sufficiently in advance of the time you would have been required to proceed under the original orders.

• When your dependent is a member of the armed forces and on active duty at the effective date of your orders.

• If your dependents departed from your old permanent station before you received your orders, and the voucher claim for dependent travel is not supported by a certificate by the commanding officer or his designated representative of the headquarters issuing the orders that you were advised before the issuance of change of station orders that such orders would be issued.

• Where dependency does not exist on the effective date of the order directing permanent change of station.

• For any travel performed by a dependent parent or parents who do not actually reside in your household unless otherwise authorized by the Secretary of the Navy or his designated representative.

• For any travel of dependents to a place where they do not intend to establish a residence.

• For travel from home or from place from which ordered to active duty to first permanent duty station upon appointment, call to active duty, enlistment, reenlistment or induction.

• When travel is from last duty station to home or to the place from which ordered to active duty upon separation from the service, release from active duty, placement on the temporary disability retired list, or retirement.

• When travel is from last duty station in one period of service to first duty station in another period of service where there was no ordered permanent change of station between those stations.

• For travel of dependents from

other than old permanent station to other than new station unless the payment of travel allowances or the furnishing of transportation for dependents is authorized by the Secretary of the Navy or his designated representative.

• For travel in connection with any permanent change of station between stations located within the corporate limits of the same city.

• For travel in connection with a permanent change of station from one station to another located in close proximity thereto other than within the corporate limits of the same city, unless supported by a certificate of the commanding officer of the new permanent station that the relocation of the household was necessary as a direct result of the permanent change of station.

• When you elect to receive the "trailer allowance" described in Chapter 10, *Joint Travel Regulations.*

• For more than one permanent change of station during any fiscal year, except on the findings of the Secretary of the Navy that the exigencies of the service require more than one such change of station during the fiscal year. This limitation does not apply to personnel ordered to or from service schools as a permanent change of station, and such moves shall not be considered when determining whether or not a proposed move requires a finding. Civilian colleges at which NROTC or other Navy-sponsored educational units are located are not service schools. Permanent change of station orders with schooling (less than 20 weeks) en route do require SecNav-Finds, when applicable.

For the purpose of determining the fiscal year in which entitlement to a dislocation allowance occurs, the governing date will be the date of your detachment from the old permanent duty station (on permanent change of station orders). Although an earlier permanent change of station occurred during the same fiscal year, it shall be excluded from computation if no dislocation allowance was authorized. Examples: A permanent change of station before promotion to an eligible pay grade or completion of over four years' service in grade E-4; before acquiring dependents; or change of station on orders from or between courses of instruction.

If you are involved in more than one permanent change of station during a fiscal year where entitlement to dislocation allowance is involved, your orders will require a finding from the Secretary of the Navy that the second or subsequent change of station is required for the needs of the Navy.

It should be noted that a request for a SecNav Finding must be initiated where entitlement for a second or subsequent dislocation allowance may become involved. Entitlement to a dislocation allowance is established when your dependents are authorized to move and the move is completed in connection with your permanent change of station. If no previous entitlement has been estab-

WAY BACK WHEN

USS Enterprise vs HMS Boxer

On 1 Sep 1813 the 265-ton United States brig *Enterprise*, carrying a crew of 102 and skippered by CAPT William Burrows, left Portsmouth, N. H., on a cruise to the southward. Four days later she spied a British brig and was challenged by a gun shot.

***Enterprise* hauled up on the wind and stood out to sea, preparing for action. But the wind died away and the two enemies drifted about in a dead calm. Six hours later, the wind came up. CAPT Burrows shortened sail, squared his yards, and bore down before the wind. An ensign was hoisted at each of the mastheads and another at the peak. A gun answered the previous challenge of the morning.**

No more were fired until the ships closed *to within half pistol-shot. Then the 300-ton* British ship *Boxer* came up into the wind. The crew of about a hundred gave three cheers. This was followed by a starboard broadside.

The cheers were returned. And so was the broadside.

But the advantage of training was on the side of *Enterprise*.

Shortly after the action started, CAPT Burrows was struck by a musket ball and fell, wounded. Although he maintained command, most of the responsibility fell to a LT McCall. At almost the same time CAPT Burrows was wounded, the British captain was killed by a cannon shot on the quarterdeck of *Boxer*.

During the first eight minutes *Enterprise*'s 14 eighteen-pound carronades and two long nines proved effective. The maintopmast and topsail yard of the Englishman were soon shot away, and a position gained where a raking fire was kept up for some *twelve minutes. The entire battle lasted* half an hour.

Someone noticed that the English brig's guns weren't firing. But her colors were still flying at the masthead. The order to cease fire was given aboard the American brig. Through the smoke, someone aboard *Boxer* called, "Cease firing there! We have surrendered."

***LT McCall cried out*, "Why *don't you* haul down your colors?" The reply came back. "We can't, sir. They are nailed to the mast."**

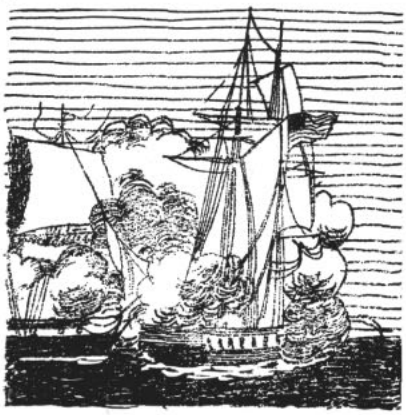
A boat was lowered from *Enterprise*, rowed to the surrendered ship and returned with the British captain's sword. This was presented to CAPT Burrows before he died.

When *Enterprise* brought her prize into Portland, Maine, the bodies of the two dead captains were brought on shore in *10-oared barges rowed at minute strokes* by masters of ships, and accompanied by a procession of almost all the barges and boats in the harbor. The ships fired minute-guns. All officers of *Enterprise* and *Boxer* acted as joint mourners.

A strange part of this battle was that CAPT Burrows had never been in a battle before. And LT McCall, who had most of *the responsibility of command*, had never before heard the sound of a hostile shot.

It wouldn't be fair to end this without explaining that HMS *Boxer*, captured by USS *Enterprise*, isn't considered to be the first ship of that name in our Navy. The first USS *Boxer* was a brig of 370 tons built in 1815. In bringing the ship's name up-to-date, the second was a schooner built in 1831 and later rerigged as a brig. The third was the English-built *Tristam Shandy*; an iron side-wheel steamer captured while running the blockade during the Civil War and re-named *Boxer*.

***The fourth Boxer was a wooden brig*antine built in 1905. The fifth is the present USS *Boxer* (CV 21).**



lished in the same fiscal year, a request for a SecNav Finding is not required.

When permanent changes of station of units, groups, or categories of personnel are to be made, and individual Findings by SecNav would be impracticable and could not serve to reduce the frequency of moves, requests for a SecNav Finding may be initiated by groups rather than individuals. Examples of such cases are: 1) In changes of home ports of units where orders to officers and enlisted transfer directives are not required; and, 2) In the ship inactivation program where orders to officers and enlisted transfer directives are required.

Whenever necessity for a SecNav Finding can be foreseen prior to the issuance of orders, issuing authorities (CINCPACFLT, CINCLANTFLT, COMAIRLANT, COMAIRPAC, CNATRA, CNAVANTRA, CNABATRA, commandants of naval districts and river commands, and delegated subordinate commanders) will request a SecNav Finding from the Chief of Naval Personnel.

If you receive permanent transfer orders requiring, but not indicating a SecNav Finding, your command should immediately refer to the issuing authority who will explore alternate solutions. If the necessity still exists, your command will request a SecNav Finding from the Chief of Naval Personnel.

The Chief of Naval Personnel will request a Finding from the Secretary of the Navy and notify interested commands of the results.

Under no circumstances will officers' orders or enlisted transfer directives requiring a SecNav Finding be executed before the receipt of such Finding unless specifically approved in advance by the Chief of Naval Personnel. When urgent circumstances require, approval of such execution may be requested by message indicating particulars of the urgency.

When authorized by the Chief of Naval Personnel, the phrase, "The Secretary of the Navy has found that this permanent change of station is required by the exigencies of the service," shall be indicated on individual orders or endorsements thereto; and on certificates of change of home ports or home yards furnished to individuals involved. This phrase may be abbreviated as "SECNAVFIND." In addition, the authority granting the authorization shall also be referenced on all orders, endorsements and certificates.

If you have dependents and receive orders for a permanent change of station that do not require a SecNav Finding, then your commanding officer or his representative should so indicate on your Standard Transfer Orders by the certification: "SECNAVFIND NOT REQUIRED."

Here's a brief step-by-step procedure, as outlined in paragraph seven of BuPers Inst. 4651.1, on how to request a SecNav Finding:

For Individuals—Commanding officers, in referring officers' orders or enlisted transfer directives to issuing

WHAT'S IN A NAME

Red Rippers

In business for more than 31 years and still going strong—that's the Red Rippers, a fighter squadron with a combat record to match its fighting name.

Officially known as VF-11, the Red Rippers were first commissioned on 1 Feb 1927 at Hampton Roads, Va., as Fighting Squadron Five. Their first aircraft were open-cockpit F6C-3 *Hawk* biplanes, but the next year they were flying the "more modern" open-cockpit F4B-1s, which had a top speed of about 190 miles an hour. About the same time, three of the Rippers formed a flight demonstration team which toured the country giving exhibitions of precision flying.

In 1931 the squadron represented the Navy at the National Air Races in Chicago, Ill., and two years later another important event in its history took place with the receipt of the Navy's first FF-1s. In 1934 the Rippers were also assigned five F-11Cs, for a while called BFG-2s or Bomber Fighters. The next important date was 1936, when the squadron began receiving F2Fs and was transferred from the air group of USS *Lexington* (CV 2) to that of the old USS *Ranger* (CV 4).

Early World War II found the Rippers, by then redesignated VF-41, deployed on *Ranger* and flying F4F *Wildcats*. They took part in the North African Campaign in November 1942, accounting for 16 enemy aircraft. October of the following year saw them participating in strikes against German forces at Budo, Atler Fjord and Kunna Head, Norway. They operated with the British Home Fleet near Norway, guarding convoy routes to Russia.

Detached from *Ranger* in 1944, the squadron (now VF-4) received F6F *Hellcats* and moved to the Pacific Theater. There it participated in numerous strikes on the Philippines from USS *Bunker Hill* (CV 17) before it boarded USS *Essex* (CV 9) that December to become part of Task Force 38 (later 58). Before long it had seen action over Luzon, Formosa and Okinawa. Then, on 16 Feb 1945, it was among the first fighter squadrons to strike Tokyo. For their World War II action the Rippers received two Presidential Unit Citations.

On 27 Oct 1945, after the Rippers had switched to F4U-4 *Corsairs*, they flew with other air units over New England, then over New York Harbor, where they were reviewed by President Truman. In 1946 the squadron became VF-1A, and in 1947 another plane came along—the F8F Bearcat.

On 2 Aug 1948 the squadron designation was changed to its present one, and the following month VF-11 boarded USS *Tarawa* (CV 40) for a round-the-world cruise, which was completed in early '49. In 1950 the Rippers got their first jet, the F2H-1 *Banshee*.

The Rippers didn't get in on the early part of the Korean fighting, but they did see plenty of combat in that conflict during late 1952 and early 1953, by which time they were flying a later model of the *Banshee* off USS *Kearsarge* (CV 33).

Today, they're flying a still later model of the same plane, and they're still living up to their high standards of the early Rippers. For instance, in 1956, during COMFAIR JAX's annual high-angle-loft and over-the-shoulder bombing exercises, each VF-11 pilot taking part brought home an E. It was the first, or at least one of the very, very few times in Atlantic Fleet history that 100 per cent of the participating pilots won an E in the same exercise.

authorities, and the latter commands when requesting SecNav Findings from the Chief of Naval Personnel, shall include the following information in each case:

- Name, grade or rate, and file or service number.
- Date of detachment from each previous permanent duty station in same fiscal year where entitlement to dislocation allowance was involved except those to or from service schools.
- Present duty station or status.
- Latest date of incident detachment.
- New duty assignment or status.
- Necessity for proposed transfer and basic reason that particular individual is selected for such transfer (for use of issuing commands).
- Other pertinent information, if any. If an earlier entitlement to a dislocation allowance was the result of a change of home port or ship inactivation, the request should so state.

Incident to Change of Home Ports—Commanding officers of units involved should request a SecNav Finding from the Chief of Naval Personnel for officers and enlisted personnel on board on effective date of change, who, as a result of such change, are entitled to a second dislocation allowance during the current fiscal year. The following information will be included in the request for finding:

For Enlisted Personnel—the approximate number of total enlisted personnel on board on effective date of change of home port; the approximate number of those entitled to move of dependents incident to the change of home port; and the approximate number requiring a SecNav Finding.

For Officer Personnel—the full name, grade, and file number of each officer concerned.

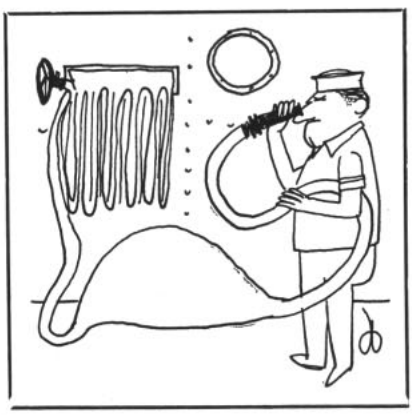
Incident to Permanent Changes of Station as a Result of Ship/Activity Inactivation Program—The issuing authority directing the transfer of enlisted personnel will request a SecNav Finding from the Chief of Naval Personnel for personnel requiring a SecNav Finding and will include the following information for each ship/activity for each reduction period. (This information will be furnished with availability reports.)

"I just remembered . . . it's the prices that are fabulous here, not the food!"

The approximate number of enlisted personnel being detached; the approximate number of those enlisted personnel entitled to move dependents incident to detachment; and the approximate number of them requiring a SecNav Finding.

All requests for SecNav Findings should be submitted at the earliest practicable date. Requests need not be submitted for the entire period of inactivation before the ship commences phase Alfa, but may be submitted in increments by commands concerned.

The Chief of Naval Personnel will include the SecNav Finding in orders to officers being detached from ships being decommissioned and activities being disestablished, when it is evident from records available that such a Finding is required. In the event a Finding is required and not included in an officer's orders, the command concerned shall request a Finding from the Chief of Naval Personnel. Such requests should include the officer's full name, grade, file number, date, as well as the serial number of the orders.



Two More Correspondence Courses Join the List

Two new Enlisted Correspondence Courses are now available. Two courses have been discontinued.

Enlisted Correspondence Courses for active duty personnel will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center. Your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have courses administered by the Center.

The new courses are:

New Courses	*NavPers No.*
*Boilerman 1 & C	91514-2
*Gunner's Mate 2	91355-1

*May be retaken for repeat Naval Reserve credit.

Discontinued Courses	*NavPers No.*
Gunner's Mate 2, Vol 1	91311
Gunner's Mate 2, Vol 2	91312

For other new correspondence courses, see page 49. Changes in the training program are covered in ALL HANDS as they occur.

Professional Seminars Are Set For Active Duty Chaplains

There will be a series of seminars to be held in the Fifth and Eleventh Naval Districts for active duty chaplains. The District Chaplains will coordinate the seminars in their districts.

Protestant seminars will be held at Fifth Naval District Headquarters 2-5 and 8-12 September. The Eleventh Naval District Headquarters sponsored the Protestant seminars which were held 14-18 and 21-25 July.

The subject of Ethics was chosen to provide the chaplain with fresh insight into both individual and social ethical problems.

Catholic seminars will be held at Eleventh Naval District Headquarters 18-22 and 25-30 August, and at Fifth Naval District Headquarters 15-19 and 22-16 Sept. Subject will be Moral Theology and Canon Law.

This Will Bring You Up to Date on Living Conditions in Japan

IF YOU'RE GOING to Japan for duty you'll be interested in what to expect when you get there and what you must do to get permission to take your family with you.

Under certain conditions, most naval personnel may take their dependents to Japan with them. Before considering or applying for concurrent travel, however, you should realize that living conditions may not be what you are used to, that private rentals are expensive, and utilities — particularly electricity — are extremely high.

The average house in Japan is of loose construction and is not insulated or weatherized like most Stateside houses. Therefore, in the winter months, you'll find that heating is quite a problem and expensive as well. And when it comes to preparing meals, your wife can expect new adventures too. Cooking by kerosene or butane is a far cry from what the average Navy wife is used to.

In view of these conditions, it is strongly recommended that you report to Japan — especially in the winter months—alone and personally take a look at the local conditions before you have your family join you.

For those heeding this advice, the following information applies: (Remember, if your dependents do not accompany you, it will be from two to 14 months after your arrival before they will be able to join you.)

After arriving in Japan you can apply for *non-priority* private rentals or for *priority* government quarters.

• ***Non-Priority Private Rentals*** are approved private civilian rentals that have been inspected and approved by the cognizant area housing commander in regard to the minimum standards of construction, safety and health. These units are scarce, substandard in size and construction, and expensive in regard to rental fees and utility costs.

If you decide to rent a unit which does not meet the minimum acceptable standards for approval, it is customary for you, as tenant, to bear the cost of any repairs or improvements necessary.

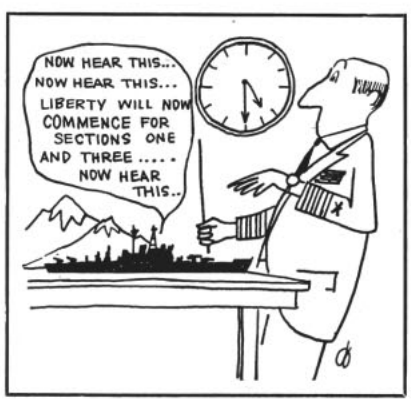
Rents, which range from $60 to $150 per month, do not include utilities. These average about $20 per month during mild weather and increase substantially during the winter months. Electricity is extremely expensive and most cooking and heating is done through the use of kerosene or butane. Because of generally loose house construction, many families find it necessary to use more than one space heater to provide adequate warmth during the winter months. Space heating units of all kinds must be secured at night because of danger of fires and asphyxiation.

Private rentals are seldom furnished with any type furniture. Refrigerators, space heaters, easy chairs, beds, dining tables, and chairs can usually be obtained from government issue for use in private rentals. (No washing machines, cook stoves, draperies and rugs are available from government issue.)

If you decide to take a non-priority private rental, you then go ahead and apply for your family's transportation. They should be scheduled for travel within six weeks after you apply and arrive in Japan about two weeks later. It takes anywhere from two to three months from the time you submit your application for transportation to the day they join you.

• ***Priority Rentals*** are the standard public dependent quarters maintained by the government. A waiting period of from seven to 14 months exists for enlisted personnel and officers of the grade of commander and below. These quarters are assigned on a priority system based on the date of your departure from CONUS.

The Navy has a limited allocation of public dependent quarters near all stations. The approximate waiting period in the Tokyo area is 11 months; Yokohama—seven months; Yokosuka — 11 months; Iwakuni — nine months; and Sasebo — 14 months.



These quarters are considered to be adequate and somewhat similar to U.S. standards. They are assigned on a bedroom-requirement basis. In certain areas, some quarters include furniture and utilities, while others are unfurnished except for refrigerators and stoves.

If you decide to wait for government (priority) housing and let your family travel on a priority basis, you will be given quarters upon their arrival. This procedure is the most economical but it takes anywhere from seven to 14 months after your arrival in Japan before your family will be able to join you.

No doubt you won't want to wait that long, so you'll bear the expense and inconveniences and have your family travel to Japan with you. This is possible if you are ordered to a shore-based activity in Japan, a Fleet air unit based ashore permanently in Japan, or to a ship or unit homeported in Japan.

Concurrent Travel—To be eligible for concurrent travel you must fall into one of the following eligibility requirements:

• Officers of flag rank who will occupy government dependent quarters upon arrival.

• Officers of the grade of captain who will immediately enter government quarters upon arrival.

• Officers of the grade of commander and below who have been authorized to enter approved private rental housing.

• Enlisted personnel in pay grades E-5 and above, and those in E-4 with over four years' service, who have been authorized to enter approved private rentals.

Enlisted personnel in pay grade E-4 with less than four years' service and those in lower pay grades are not eligible for transportation of dependents. Therefore, they *cannot* bring their dependents with them.

Regardless of your pay grade, you cannot take your family to Japan, or for that matter to any overseas area, if your obligated service is less

than the prescribed tour of duty unless you voluntarily extend your enlistment to permit completion of the prescribed tour. In addition, dependents will not be transported overseas unless there is a minimum of 12 months remaining on the applicable overseas tour of duty after dependents arrive.

If you meet the eligibility requirements outlined above, you may submit a request—see enclosure (3) to BuPers Inst. 4650.6C of 5 May 1958 for a suggested format for message requesting concurrent travel—to the appropriate commander as indicated below, with information copies of the message to ComNavForJapan, Com 12 and your new duty station if the latter is not the action addressee.

- If you are ordered to an activity in the *Sasebo* area, your request for concurrent travel will be addressed to and processed by the Commander, Fleet Activities, Sasebo.
- The Commanding Officer, Marine Corps Air Facility Iwakuni, will process your request if you are ordered to the *Iwakuni* area.
- The Commanding Officer, Naval Air Station, Atsugi, will process applications for personnel ordered to:

ComFAirWestPac
ComFAirJapan
ComNABJapan
NAS Atsugi
FleTacSupRon 21 Det
FASRon Eleven
Utility Squadron Five (VU-5)
Mobile Intell Prod Unit Pac

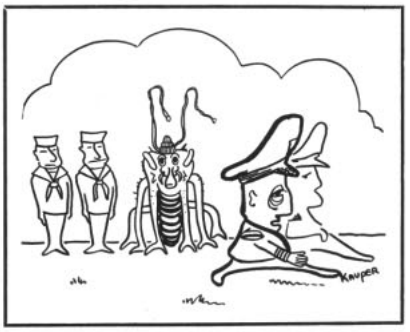
- Commanding Officer, Naval Communications Facility, Yokosuka, will process applications for being assigned to:

NavCommFac Yokosuka
NavSecGru Kamiseya
NavSecGru Activity, Sakata
FPO Yokohama (naval personnel)
NavRadFac Kamiseya
NavRadFac Totsuka
NavSecGru Acty, Shiroi Air Base

- Commanding Officer, Headquarters Support Activity, Yokosuka, will process applications for personnel ordered to any command physically located at Fleet Activities, Yokosuka, including:

ComNavForJapan Staff
Combat Camera Gru FE
ServCraft Unit Two
FleWeaFac Yokosuka
METU 7
Naval Ordnance Facility
Naval Hospital

All-Navy Cartoon Contest
John G. Kauper, CN



"New Navy or not, Grimsley, I still maintain there was something odd about that last man!"

Naval Dental Clinic
CoMSTSWestPacArea Staff
OICConstFarEast
FleTraGruWestPac
Navy Area Audit Office
SecGruDet ComNavForJapan
ComFleAct Yokosuka Staff
Branch Hydro Office
Ship Repair Facility
Navy Supply Depot
Headquarters Support Acty
ComSubGruWestPac
RPMIO 3
MoSupGru Charlie (CTG 73.5)
Harbor Defense Unit

Units home-ported at Yokosuka, including:

ComSeventhFlt Staff
USS *Jupiter* (AVS 8)
USS *Mahopac* (ATA 196)
USS *Pollux* (AKS 4)
Naval Beach Gru One WestPac Det
Amphib Constr Battalion One WestPac Det
ComDesFlot One Staff
USS *Castor* (AKS 1)
USS *Etlah* (AN 79)
KD Unit Twenty-five
Beachmaster Unit One WestPac Det

Commands Physically located at NAF Oppama, including:

NAF Oppama
HU One (Det One)

Commands and activities physically located in Yokohama except for naval personnel attached to FPO Yokohama:

MSTSO Yokohama
NCSO Yokohama

Commands and activities located in Tokyo:

Navy Pers 1503rd ATW
NATCO, TIA (Haneda)
Ch Nat'l Security Agency Pacific

For personnel being assigned to *Fuchu* and to commands located in isolated sections of Japan not covered above, but where dependents are authorized:

ComUSJapan Staff (Fuchu)
MSTS/NCSO Rep Moji
MSTS/NCSO Rep Kure
MSTS/NCSO Rep Hakata

When you request concurrent travel, your new duty station will appoint an agent to help you in making hotel reservations, procuring a private rental, or in giving you assistance in any other reasonable way.

If your request for concurrent travel is approved by one of the appropriate commanders listed above, your dependents are automatically granted the required entrance approval. A flag officer is not required to submit a request for concurrent travel; however, he must request entry clearance for his dependents if they are to accompany him to his new station in Japan.

When you receive the authorization for concurrent travel and entry approval, you will be required to submit an "Application for Transportation for Dependents" (Form DD 884 which replaces BuSandA Form 33) to The District Passenger Transportation Office, Federal Office Building, San Francisco 2, Calif. Com12 will then send you an "Offer of Passage Form," which you should fill out and return immediately. At that time you should also notify your new duty station of your ETA in Japan.

Passports—Your dependents will need a passport for travel to Japan. If your children are under 12 years of age, they will be covered on a single passport issued to your wife. If they are over 12, they will be issued individual passports. In order to obtain a passport, your wife will need:

- Birth Certificate for herself and each child (Photostatic copies or notarized affidavits will be accepted).
- Immunization Record for herself and each child. (For entry into Japan you and your dependents will need cholera, thyphus, typhoid, tetanus and smallpox "shots." That's quite a number so you should begin to get your inoculations as soon as possible. Two to four weeks are required to complete the necessary shots.)
- Passport pictures—you'll need three 3 x 3 inch prints. A group shot of your wife and children under

12 years of age is acceptable.

Passports are normally issued in Washington, D.C. When applying for a passport, if not in Washington, D.C., your dependents should personally apply to a clerk of the nearest U.S. District Court, to a clerk of a state court authorized to naturalize aliens, or to a passport agency in New York, N.Y., or San Francisco, Calif. Your dependents should be accompanied by one witness who has known them for at least two years, when applying for passport.

It takes from three weeks to a month for a passport application to be processed through the State Department. It will then be forwarded to the District Passenger Transportation Office, Federal Office Building, San Francisco, for delivery to your dependents at time of sailing.

Hotels in Japan—When you arrive in Japan it may be necessary for you and your family to stay in a recommended hotel until arrangements can be made for you to obtain an approved private rental. Average room rent for hotels within reasonable commuting distances is from $6.00 to $12.00 per day. Meals range from $3 to $6 per person per day. BuPers Inst. 4650.6C, Enclosure 1 lists recommended hotels and estimated expenses by areas within two-hour commuting distances from the various naval activities in Japan.

Transportation—Commuting is a major problem in Japan even though only relatively short distances are involved. Rough, narrow roads and congested areas can make traveling tedious and time-consuming. In some areas there is no bus or train service readily available. Therefore, it is almost a "must" to take your car to Japan with you. But note that wear on private vehicles is advanced considerably because of poor roads and other conditions.

You may initiate a request for transportation of your car by making an application with the Freight Transportation Office at your port of embarkation. When leaving your car for shipment, you'll need two certified copies of your orders and a completed S&A Form 322. Your car cannot be shipped unless it is free of legal encumbrances, or unless written permission from the holder is presented authorizing removal of the vehicle from the U.S.

The Japanese government requires all privately owned vehicles to be equipped with either a mechanical or flashing-light turn indicator. Dependents should bring with them a valid current driver's license in order to qualify for a Japanese driver's permit.

Japanese road tax, license and inspection fees must be paid shortly after your car arrives in Japan. The road tax is 9000 Yen ($25) per year. License and inspection fees total 880 Yen ($2.22) per year.

The climate in Japan is similar to that of the middle belt of the U.S. The average temperature in August, the hottest month, is 82°F., and in January, the coldest month, is 35°F. Much rainfall accounts for the ample vegetation found in Japan. The rainy season occurs during the summer months and normally ends in mid-July or early August. The summer is noted for the heat and dampness when mildew is prevalent. Light snow may be expected from December to March, but not too frequently.

You may obtain further detailed information about living conditions at Iwakuni, Sasebo, Yokosuka, and Tokyo, Japan, by writing to the Chief of Naval Personnel (Attn: Pers G221) Navy Dept., Wash. 25, D.C.

Course on Legal Medicine Open to Officers and HMs

The Medical Department correspondence course, ***Legal Medicine*** (NavPers 10766), is now available to Regular and Reserve officers and enlisted personnel. This course is designed to acquaint personnel with the role that legal medicine plays in modern hospital administration including a discussion of hospital organization, liability, care of the patient, confidential communication, and contractual relationships.

The course consists of eight assignments evaluated at twenty-four points' credit for purposes of Naval Reserve retirement and promotion. Applications should be made on NavPers Form 992 (Rev 10/54 or later) with appropriate change in the "To" line, forwarded via official channels to the Commanding Officer, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland (Attn: Correspondence Training Division).

All-Navy Cartoon Contest
Donald R. Kramer, AO3, USN

"He claims he found it, sir!"

Here's Your Chance To Become One of Navy's Musicmen, Three Types of Courses Open

If you have had musical training and are experienced in playing a musical instrument, there is a good chance that you can request to be enrolled in the U.S. Naval School of Music for a course of instruction. Actually, there are three courses; basic, advanced and refresher.

The Class A basic course convenes every month and runs anywhere from 26 to 36 months. It is set up to qualify personnel as performing members of unit bands. The program is open to male enlisted personnel EXCEPT petty officers in the following ratings: QM, SM, RD, SO, TM, GS, NW, ET, OM, RM, CT, MM, MR, EM, IC, CE, BU, AT, AQ, GF, AM, PR, AG, TD or PT. You must have three years' obligated service.

If you are accepted it will lead to assignment to the U.S. Naval School of Music with a view toward later advancement within the musician rating. But this depends upon your successful completion of the music school's course.

You can submit a request for this course on the Enlisted Evaluation Report (NavPers 1339 Rev 3-56) to the Chief of Naval Personnel. It must include a completed Inservice Music Application Form (NavPers 759). These forms are available from the Officer in Charge, U.S. Naval School of Music, or the leader of any Navy Band.

Applicants will have to take a musical audition given by a Bandmaster (WO 7850), Chief Musician

(MUC), or other competent musical authority with results entered in the audition space provided on form NavPers 759. You will have to demonstrate technical proficiency on your chosen instrument, demonstrate your ability to sight-read, and produce the characteristic musical tone of the instrument throughout its range. If you play a stringed instrument, accordion or piano, you will be required to study a band instrument.

The curriculum of the basic course includes: concert band, dance band, harmony, ear training, sectional rehearsals, seaman training course, general training course, and private instrumental instruction.

The Class B advanced course is open to musicians first class with three or more years of naval service who have three years obligated service and who wish to be trained for advancement to chief musician or as a leader of a unit band. This course runs 52 weeks and convenes biannually on the first Monday in January and August.

If this course applies to you, then your request should be submitted to the Chief of Naval Personnel on the Enlisted Evaluation Report (NavPers 1339 Rev 3-56).

When you report to this course, and before being enrolled, you will be given a musical examination based on the present rating requirements for musician first class.

The curriculum includes: conducting, band administration, theory, instrumentation, arranging, drum majoring, maintenance and repair of musical equipment, piano, band and orchestra literature.

There is a third course. This is the Class C-1 Refresher Course for musicians to give remedial training to improve instrumental proficiency and give additional theoretical instruction. If you have three years' naval service and two years' obligated service, you can submit your request on the Enlisted Evaluation Report (NavPers 1339 Rev 3-56) to the Chief of Naval Personnel. The length of the course is from 12 to 24 weeks and convenes on the first Monday of each quarter.

The curriculum of the refresher course includes: harmony, ear training, concert band, dance band, sectional rehearsals, and private instrumental instruction.

HOW DID IT START

Ship Christenings

The ceremonial launching of a ship is a nautical tradition harking back some four thousand years. In earlier days human sacrifices provided the blood for dampening the ship before it touched the water. In return for a blood offering, the sea gods were supposed to spare the blood and lives of those who would man the ship.

Some time back ALL HANDS did some research on the subject and came up with the following facts. The hardy Vikings, for example, launching their galleys down an incline to the water, placed bound captive slaves between the rollers as the vessels rolled into the sea.

This was intended to oppease the bloodthirsty pagan deities. Gradually the pagan gods became less demanding and the blood of slaughtered lambs or oxen was sufficient.

In primitive times the witch doctor or the medicine man had a monopoly on the launching of all types of vessels. Later, temple priests were gradually entrusted with the privilege of launching and naming seafaring vessels. They used a libation of red wine—symbolic of blood—to propitiate the water deities. In this they were following the example of the Greeks and Romans who spattered their war craft with red wine offered in the name of Bacchus, god of wine, and Neptune, god of the sea. Preferring, no doubt, the pleasing features of a goddess to those of Neptune, these ancients adorned the prows of their vessels with a goddess' head. Later the libation was offered to her. It was through this ancient custom that ships of the sea eventually became referred to as "she."

Although the modern practice is to have women perform the launching ceremony, it was a masculine prerogative until the 19th century. Then the Prince of Wales broke the precedent and invited ladies of the court to act as sponsors—a custom now well established.

But in ancient times, because of the taboo placed on women aboard ship, many sailors refused to sail in a vessel named by a woman. Although this superstition gradually disappeared, the taboo against launching by married women and widows persisted for a long time.

In the old days, before champagne became popular, it was the practice, instead of smashing a bottle, to spill wine on the ship and then name and launch it as the goblet was thrown overboard as an offering to Neptune. Later a net was strung around the bow of the ship to recover the offering.

Then came the era of throwing the filled bottle and breaking it on the bow of the ship. Unfortunately the bottle frequently missed its mark and hit someone. This problem was finally solved by encasing the bottle in a mesh-holder and wrapping many yards of red, white and blue ribbons around it. As much as five hours' work goes into the making of the bottle with which a ship is christened. The bottle is fitted with a "tuxedo" of 1/16-inch flexible mesh holding jacket. This prevents glass from flying into the faces of the sponsor and spectators. The remnants of the bottle, encased in the metal jacket, are traditionally presented to the sponsor.

Even in our day it is considered unlucky if the bottle fails to break when it is thrown. To prevent such a calamity, the bottle is usually suspended from the forecastle on a rope bedecked with ribbons and a "bottle catcher" stands by just in case the lady should miss her mark. Many shipyards have their own official "jinx-buster" who pinch-hits for the sponsor who fails to hit the bow because of lack of strength or a wild swing.

The jinx-buster stations himself under the official platform where he can retrieve the unbroken bottle and smash it against the ship before it has slid down the ways beyond reach.

Champagne has replaced blood and wine as the modern launching libation. It is considered unlucky to use plain water in a launching. Just for the record, most ships carry a securely placed metal plate stating when, where, and by whom the ship was launched.

Usually, the sponsor of a U. S. Navy ship is someone closely connected either with the Navy, the person for whom the ship is named, or with the construction of the vessel.

BOOKS

THIS MONTH'S SELECTION OFFERS PLENTY OF ACTION

BOOKS selected for review this month include several that deal with military and naval strategy. Some are concerned with "true adventure" accounts of World War II, and earlier conflicts, others are cast in the future. Most may be found in your ship or station library.

War — 1974, by LTCOL Robert B. Rigg, USA, sounds as if it might be a bit of science-fiction, but it's not. It's a serious study and analysis of future military techniques, cast in fiction form. The projection into 1974 is based on the technological developments and new military thinking of today. Not only does this book predict the proportions of combat in the future but it contains a panorama of the latest products of the American military research and development program.

Drone television planes, nuclear-powered aircraft and naval vessels, antisubmarine networks, flying platforms, aerial jeeps, and the three-dimensional tactics of vertical envelopment in a grim "sanitary war" are described.

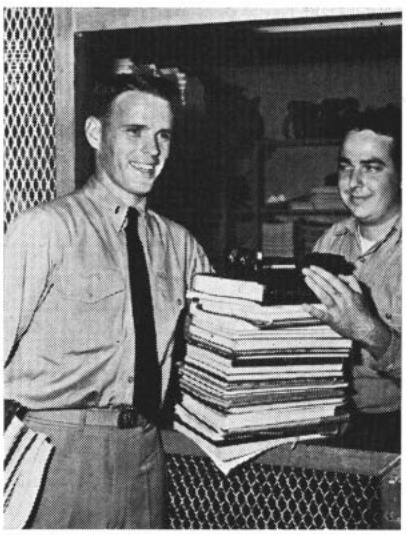
Victory Without War, *1958-1961,* by George Fielding Eliot, is something else again. Mr. Eliot takes the position that the decisions made in 1958 will, whether war comes or not, determine whether we will achieve victory in the future. He presents a strong argument for the mobile, sea-based guided missile program as the strongest deterrent against war. But, he says, we've got to start now. Next year will be too late.

So much for the future. Now for the past. ***73 North,*** by Dudley Pope, is the story of a single engagement which, in effect, defeated the entire German navy. Furious because two cruisers, *Lutzow* and *Hipper,* in company with six destroyers, failed to stop a convoy steaming through the Arctic to Russia, Hitler ordered the scrapping of the entire German surface fleet — three battleships, two pocket battleships, three battle cruisers and six cruisers. This is the story of the action, and it's a hair raiser. With four destroyers, CAPT (now ADM) R. St. Vincent Sherbrooke, of the Royal Navy, fought off the attack in the dead of winter. Not one merchantman was lost. Badly wounded and blinded, his own ship near sinking, he earned his Victoria Cross the hard way.

"Now son," said the skipper of *Sturgeon* (SS 187), "you know that you're a good lookout, and you've got to stand your watch properly. There's a lot of men down below whose lives depend on the way you stand this watch." "Yes, sir," gulped the youngster as he lifted his binoculars to view the coast of Japan, "and then there's me, too."

That's the tone and spirit of ***War Fish,*** by CAPT George Grider, who tells more of the story of the U. S. submarines in the Pacific during World War II.

Possibly the most remarkable experience in this month's selection may be found in ***The Phantom Major,*** by Virginia Cowles. It's the story of warfare on a different kind of sea—the sea of sand over which the North African campaign was fought. Its hero is then lieutenant David Stirling, who, with a handful of skillful, highly trained men, raided hundreds of miles behind Rommel's lines. For 14 months, with jeeps as their vessels, they destroyed planes, blew up car parks and ammunition depots, hijacked trucks, mined roads, derailed trains, fired gasoline depots and, in general, raised havoc wherever they appeared.



FIRST student pilot to report aboard Basic Training Group Seven, NAS Memphis, was ENS C. C. Cromer. New BTG-7 will train student aviators in basic instrument procedures and radio instrument navigation.

Their technique was to hide by day in one of several oases or in a wadi near their objective, then strike swiftly across the nighttime desert. Their chief weapons, besides sidearms, grenades and sheer audacity, were Vickers machineguns and a new explosive—the Lewis bomb—which had been invented by one of their own men.

Friend and enemy — Rommel, Alexander, Montgomery and Churchill—have acknowledged the role of Stirling's raids in bringing about an Allied victory in Africa. The story of his deeds are gaudy, romantic and packed with excitement.

Ordeal by Water, by Peter Keeble, parallels the *Phantom* in certain respects. Near the end of 1941, LCDR Keeble, RN, found himself in the highly experimental field of naval salvage and a few months later also found himself dropping into the warm waters of the Red Sea in a diving suit he hardly knew how to control. From this doubtful beginning, he rose to command—as Fleet Salvage Officer—a powerful force of auxiliary vessels, salvage ships, rescue tugs and lifting craft.

Although he held a high position, he nevertheless insisted on doing the most hazardous dives himself. Salvaging a highly prized radar device —probably booby-trapped—from a German submarine in 230 feet of water, is only one of the many feats described in *Ordeal.* Time and again, Keeble and his men, the forerunners of today's frogmen, worked under terrific pressure, aware that if their work was not completed a landing might be delayed, a whole campaign ruined. A good story, well told.

The Fate of the Maine, by John Edward Weems, goes back a couple of more wars. It tells the story of *Maine* from the laying of its keel in 1888 to its burial in 1912. Woven into the story are the events that surrounded the Spanish-American War of 1898: The destruction of *Maine* in Havana Harbor; the court inquiry; the battles of Manila Bay and Santiago.

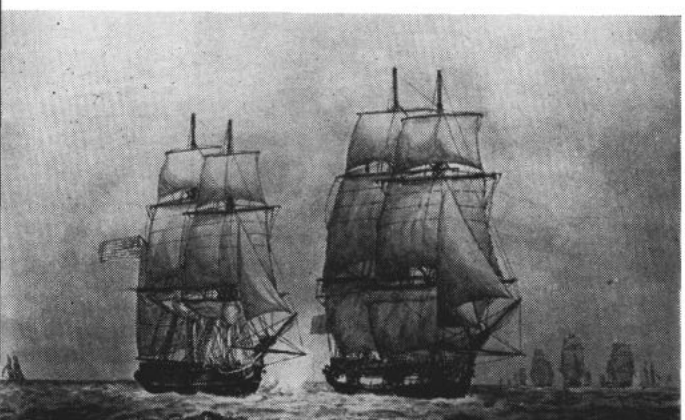
Fate is, perhaps, the first thorough history ever written of this ill-fated ship who, within two hours after she was underway, disabled her steering gear. Well illustrated, the book also contains a complete list of her officers and crew, and a log transcript.

Independence Afloat

Early in June, *Independence* (CVA 62) fourth ship of the *Forrestal* class (the others are *USS Forrestal* (CVA 59), *Saratoga* (CVA 60), and *Ranger* (CVA 61) was christened at the New York Naval Shipyard, Brooklyn, N. Y. It is anticipated that *Independence* will be ready for commissioning in January 1959. This is the story, to date, of what she can do and what it takes to build and operate a ship of this type.

It was perfect weather. An estimated 3000 spectators applauded as Mrs. Thomas S. Gates, Jr., wife of the Secretary of the Navy, cracked a mesh-jacketed bottle of champagne against the bow of Independence. *As she did so, the dirty, muddy water from Wallabout Bay was let into Drydock 5 for the ceremonial wetting of the vessel's keel. Earlier, the U. S. Naval Base Band had played the national anthem, the guests had been welcomed by RADM S. N. Pyne,* USN *Naval Shipyard commander, the principal address had been delivered by Hon. Donald A. Quarles, Deputy Secretary of Defense, and the invocation had been made by Chaplain D. F. Kelly,* USN. *The benediction had been pronounced by Chaplain J. L. Goldberg,* USN. *The following day, the ship was towed to a wet dock, and the work continued.*

FIRST *Independence* preceded Navy by several years. She was fitted out for her Navy duty in the year 1776.



ENOUGH POWER to drive more than 100 passenger locomotives is packed into the Navy's new *Independence.* The ship's propulsion equipment will develop over 200,000 horsepower, enough to drive the 60,000-ton carrier at a top speed "in excess" of 30 knots.

The turbines will operate at the highest combination of steam temperatures and pressures of any vessel built for operating use. The main propulsion equipment consists of four cross compound turbines and four double reduction gears.

Lighter and less bulky than World War II types, these turbines will also develop more horsepower and will operate at higher efficiency. In addition, they will enable *Independence* to steam efficiently at full power as well as at lower cruising speeds, in a naval task force.

ON DECK — A3D *Skywarriors* like one shown above will be one of the plane types on *USS Independence*.

The alloy steel propulsion gears, which connect the turbines to the four propeller shafts and allow both the turbines and the propellers to operate at the most efficient speeds, are also of a new lightweight design. In spite of their size and rating, these gears are 50 per cent lighter over-all than if they had been built according to WW II design.

The gears were built to totally new standards of precision manufacturing. Special measuring devices were required to check accuracy during manufacture. Load tests for the gears included operation at full power and full speed. In other tests the gears were successfully subjected to an equivalent of several years of normal operation.

Although propelling a vessel almost five city blocks long and more than a block wide, this equipment will occupy no more space than a small corner lot. Machinery spaces will occupy approximately 500,000 cubic feet of space, less than eight per cent of the ship's total cubic footage. This is a boon in today's technical Navy.

Steam for the propulsion turbines, ship's service and auxiliary turbine-generators, plane catapults, and other ship's equipment using steam will be supplied by eight oil-fired boilers. Control of the boilers, turbines, and other elements of the propulsion plant is almost entirely automatic. Operations will be directed through push buttons and levers from air-conditioned control rooms in the engineering spaces. These controls will be similar to those used in a modern electric power plant.

Habitability

Six centrifugal refrigeration machines furnishing a total of 1050 tons of cooling will provide air conditioning. The amount of cooling produced is capable of air conditioning more than 500 average sized three-bedroom houses, and is equivalent to the melting of 2,100,000 pounds of ice over a 24-hour period.

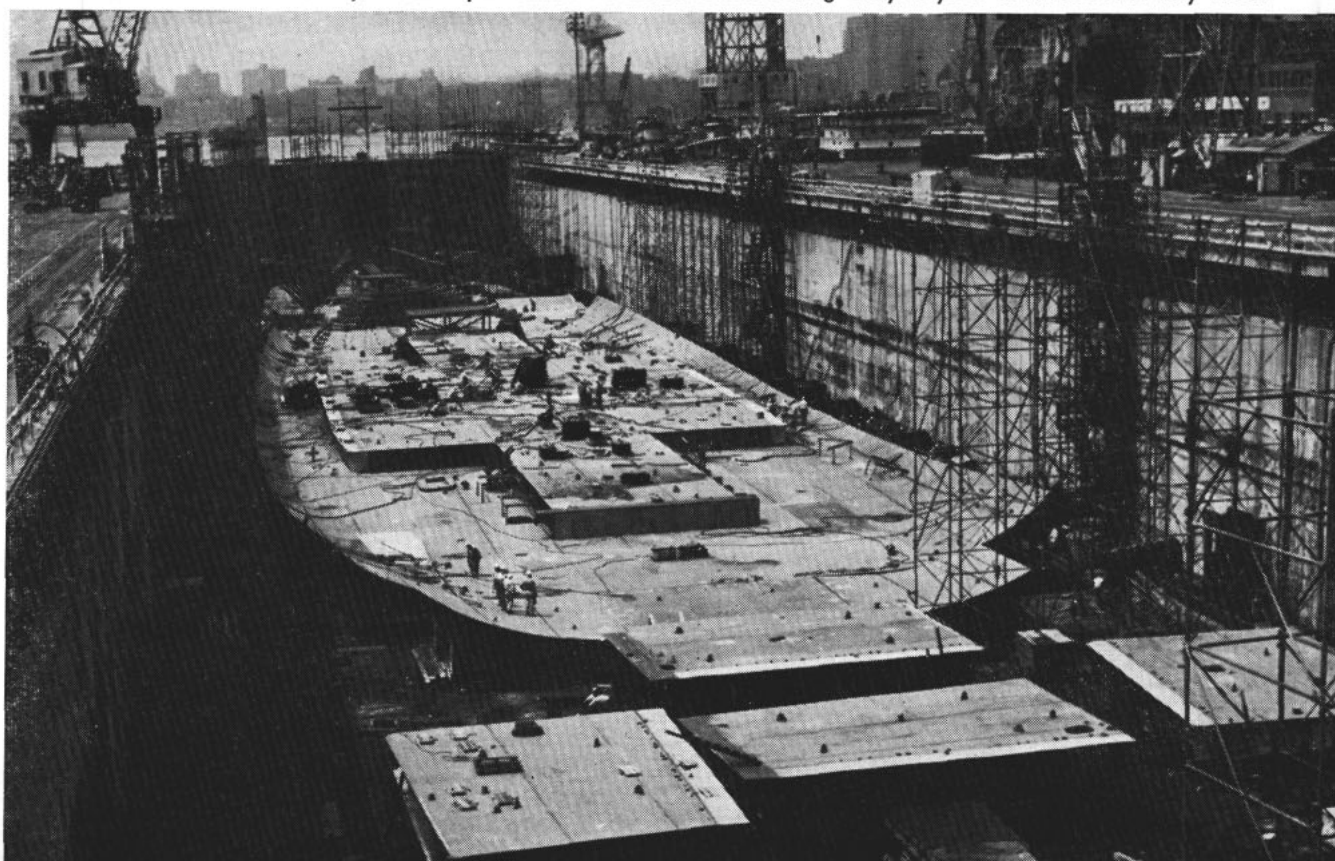
Air conditioning is needed because of the tremendous heat generated by the machinery located throughout the ship and by her all-steel flight deck. Furthermore, experts have learned that men become lethargic when they sleep and work in overheated areas, and that air conditioning, good recreation and comfortable quarters make for greater efficiency.

That's one of the reasons why *Independence* affords her 3500-man crew habitability features to be found in no other ship.

All living and working control spaces are air-conconditioned. This includes crew's and officers' quarters, messing rooms, hospital country, operation and control spaces, and office spaces.

Accommodations include 3469-crew berthing in spaces varying in size from 12 to 198 men. A total of 60,000 square feet of space is required for this purpose. There are a number of recreation rooms, a library, lounges, and training rooms. Recreation spaces with special furnishings are provided within each crew living area.

ON THE BOTTOM — The Navy's new super carrier looked like this during early days of construction in July 1955.



The total space required for all living quarters amounts to 88,550 square feet. Mess and lounge areas total 55,964 square feet.

Ladders are on their way out. The crew will descend broad stairways to their quarters, recreation and messing areas. In addition, there are two electric stairs, which travel at 90 feet a minute, to carry pilots from below decks. The ship is equipped with elevators ranging from 200 pounds to 80,000 pounds capacity. Total lift is 1300 feet.

The ventilation system consists of approximately 485 separate ventilation installations, some serving several compartments and spaces, and some being for special-purpose equipment as, for example, cooling purposes. The amount of air available is sufficient to supply 20 large theaters.

Many of the working spaces, such as the pilots' ready rooms, communications and CIC, control compartments from which personnel operate the main propulsion plant, and other areas where men are enclosed for long periods, will be air conditioned.

The refrigerating machines produce cooling by centrifugal compression of refrigerant gas through the action of rotors spinning at 7170 rpm inside a metal shell, instead of by a piston inside a cylinder as in the normal household refrigerator.

For operating economy the refrigeration machines have been designed to chill fresh water which is then pumped to the central air conditioning equipment. Filtered air is passed over the cooling coils through which the chilled water is circulated.

Jet Service Power Units

Power for servicing jet aircraft is provided by two direct-connected turbine-generator sets. Each is rated at 600 kilowatts, 400 cycles, and operates at a speed of 12,000 rpm. The turbine is directly connected to the generator without any intermediate gear reduction.

Operating controls for the units are grouped to simplify starting and operation. Metallic-type shaft and valve stem packings are used throughout the equipment for longer packing life. The throttle valve and the back pressure trip are hydraulically actuated, making them highly resistant to shock. Steam is admitted to the turbine through the lower half turbine casing with a valve chest which has an integral first stage nozzle, thus decreasing the number of high pressure steam joints to a minimum.

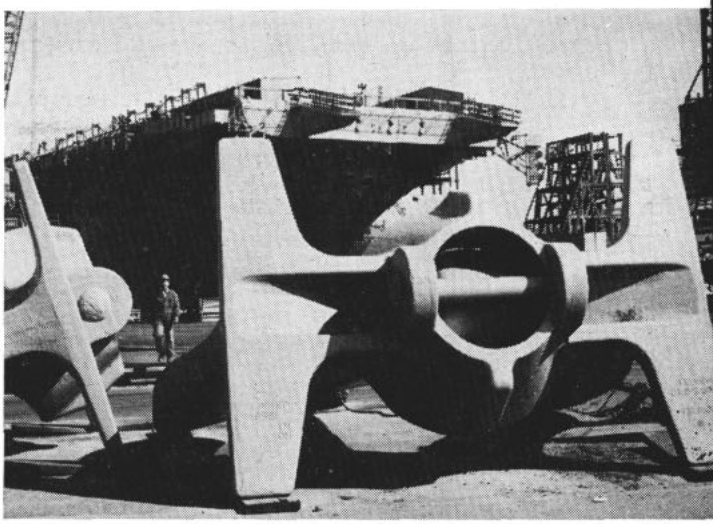
Structure

The flight deck covers 176,324 square feet, or approximately 4.1 acres. The hangar area, for handling, parking and the repair of aircraft is the main deck, covering some two acres or 95,000 square feet.

The combined working area for flight operations, including flight and hangar decks, is more than six acres. These consist of landing, spotting, take-off, parking, maintenance and refueling operations.

There are slightly more than 1500 compartments on *Independence*. They are divided like this: Crew spaces, 150; access trunks, 142; magazines, 120; tanks and voids, 892; machinery and control, 57; storerooms, 154; and wiring trunks, 16.

It might be a little messy, but *Independence* carries enough liquids within her hull to provide room for the entire crew—and their dependents—to throw a swimming party. The medium would consist of nearly five million gallons of aviation fuel, fuel oil, cleaning fluid, fresh water and fresh water ballast, diesel fuel, lubricating oil and feed water.

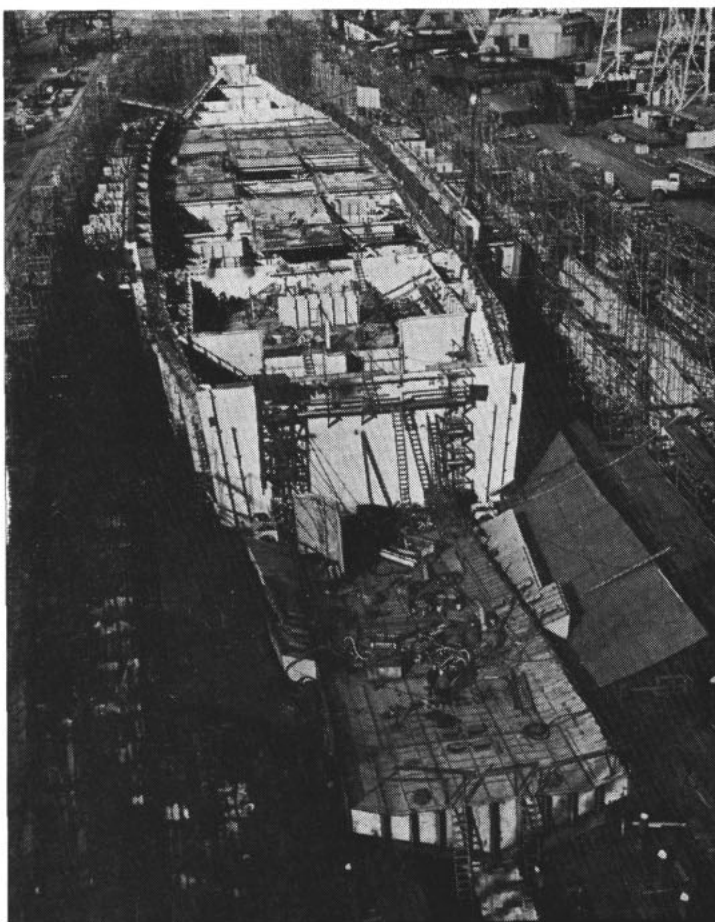


ABOVE is one of the 30-ton anchors for the aircraft carrier *Independence*, just prior to its installation.

The ship will have two hospital wards to accommodate 84 patients. She will be provided with complete medical services and facilities for first aid, out-patient, ambulatory and operation cases.

Throughout the ship, fireproof, fire resistant and fire retardant material has been used. This includes deck covering and all fabrics used in the 8450 items of furniture. Almost 1,000,000 square feet of fiber glass board has been installed in the hull for heat and sound-proof

SHIP SHAPE — Hull of *Independence* begins to take shape in 1956 photo taken in New York Naval Shipyard.



insulation. Insulation has been fitted around all noisy spaces, such as fan rooms, motor generator rooms and control rooms.

One material—wood—is conspicuously missing in the hull and planking for the flight deck.

Approximately 300,000 gallons of paint, enough to paint 30,000 average-size homes, is used.

For ground tackle, she is equipped with two anchors weighing 30 tons each, shackled to 180 fathoms of chain.

Four deck-edge elevators are installed for handling planes between the flight and hangar decks. Each elevator has its own power plant. For aircraft fueling and defueling, 28 stations are provided on the upper decks.

Ancestry

The family name of *Independence* is an old and honorable one in the U. S. Navy.

Preceding the Navy itself by several years, the first ship to bear the name *Independence* to fight for the United States was a sloop fitted out with 10 guns and authorized by the Continental Congress in 1776. Her first voyage came in September of that year when she was ordered to cruise along the Atlantic coast. Later ordered to France with dispatches, she captured two prizes en route. On her return the following year she was wrecked on the bar attempting to enter Ocracoke Inlet, N. C.

Independence No. 2 was our first ship of the line, a 74-gun vessel authorized by Congress in 1813. Built at the Boston Navy Yard, her dimensions were: Length 188 feet, beam 50 feet, tonnage 2,257. (Compare that with the CVA 62: Length 1,046 feet, beam 252 feet, light tonnage 54,600.)

Her first cruise came in July, 1815, as flagship of Commodore William Bainbridge for duty in the Mediterranean Squadron. After making a show of force at several Barbary ports, *Independence* returned to the States, arriving in November 1815.

Four years of routine duty followed, and from 1819 to 1835 she was laid up at Boston. In 1836 she became the first 74-gun ship to be razed (cut down to two decks, having one covered fighting deck with poop and forecastle decks), with 54 guns. She sailed from Boston in May 1837 and established a speed record crossing the Atlantic, arriving at Portsmouth, England, in 23 days. Later that year she was made flagship of the Brazil Squadron until return to New York in March 1840.

During the Mexican War *Independence* was flagship of the Pacific Squadron. Her first encounter with the enemy resulted in the capture of the Mexican ship *Correo* and a launch. Later she was present during the capture of two enemy strongholds, finally returning to Norfolk in May 1849.

Several years of Mediterranean and Pacific duty followed, and in October 1857, she berthed at Mare Island to be converted into a receiving ship. From 1857 to 1912, for 55 years, she remained as such, being placed out of commission in November 1912. In September 1913, she was sold for scrap.

The third *Independence* was a cargo steamer built at San Francisco and commissioned in 1918 into the Naval Overseas Transportation Service. After delivering a cargo to Weymouth, England, she returned to New York and was placed out of commission.

The fourth *Independence* (CVL 22) was the first of several aircraft carriers to be converted from cruiser hulls. Built at the New York Shipbuilding Corporation, Camden, N. J., she was commissioned on 14 Jan 1943.

Her first battle action came in September 1943, when she participated in a raid on Marcus Island. Then in short order came strikes at Wake Island, and Rabaul, New Britain. During the latter operation she was attacked by Japanese planes, and when it was over *Independence* had chalked up her first six planes shot down.

While operating as part of the covering force for the Marines' landing on Tarawa in November 1943, CVL 22 was hit by three torpedoes launched by enemy aircraft. Only one exploded, and the ship was able to withdraw under her own power. She returned to San Francisco for repairs. Repairs completed, she was back at Pearl Harbor for operational training of the first night air group, and was to become the first night operating carrier.

Returning to the combat area in September 1944 the battle-tested carrier took part in the capture and occupation of Southern Palau and strikes in the Philippines. In October she supported the landing at Leyte, which led to one of the biggest naval battles in history.

The Japanese had decided to contest the Leyte landing with the remnants of their once powerful fleet. Admiral Halsy's big carriers were ordered to meet the threat of

INDEPENDENCE OF World War II fame is shown after she was exposed to atom bomb in first test at Bikini.

New York Naval Shipyard, Birthplace of Independence, Has Long History

The birthplace of *Independence*—the New York Naval Shipyard—is one of the largest—if not the largest—industrial plants in the State of New York, but it all began with the purchase of a small crescent-shaped piece of land in the vicinity of Wallabout Bay, about half a mile wide and half a mile long.

The original property, a shipyard bought and operated by John Jackson and his brothers, was bought in February 1801 for $40,000. At that time, it consisted of a few ramshackle buildings used to house the wooden sailing vessels during construction, a sluggish pond called the "timber pond" where the oak beams and planking were aged and seasoned, and a muddy island on which a storage pier had been built.

Its first important role was during the War of 1812 when it fitted out more than 100 ships. The first ship actually to be built here by the Navy, however, was the 74-gun frigate *Ohio*. Begun in 1817, she was the largest ship built in the United States up to that time. She was considered "a perfect beauty" and, after a long career, was used as late as 1879 as a receiving ship in Boston and was finally sold in 1883.

By the time the Civil War began, the Yard had become sufficiently organized so that it could build 16 new ships during that conflict. Besides this new construction, the Yard converted and outfitted 416 commercial vessels bought by the government for use as warships.

The treatment given *Monticello* in 1861 was typical of the spirit of the times. As soon as she appeared in the yard, every available man was put on the job. She had been a passenger and mercantile ship, but silken tapestries and velvet hangings were ripped down; inlaid panels were torn out mercilessly. Within 24 hours from the time she entered, her armament was in place and she was ready to go as a fully equipped war vessel.

One of the most famous ships built by the Yard was USS *Maine*. Completed in 1895, she was a steel twin-screw forerunner of the battleships. She displaced 6682 tons and had 10 guns in her main battery. To accommodate such a huge ship, the launching ways had to be rebuilt.

By the start of World War I, the Yard had become big business. Besides construction of 40 new submarine chasers, the battleships USS *New York* (BB 34), *Arizona* (BB 39), *New Mexico* (BB 40), and *Tennessee* (BB 43) were built, and construction on *South Dakota* (BB 57) and *Indiana* (BB 50) begun. (*South Dakota* and *Indiana* were scrapped as a result of the Washington Naval Armament Limitation Treaty of 1922).

The Yard was equally busy during World War II. From Pearl Harbor day until the end of the war in 1945, the Yard repaired more than 5000 ships, converted approximately 250 others, and built the battleships USS *North Carolina* (B 55), *Iowa* (BB 61) and *Missouri* (BB 63) and the aircraft carriers USS *Bennington* (CVA 20), *Bon Homme Richard* (CVA 31), *Kearsarge* (CVA 33), *Franklin D. Roosevelt* (CVA 42), *Oriskany* (CVA 34), *Saratoga* (CVA 60) and *Independence* (CVA 62).

USS *Constellation* (CVA 64), scheduled for completion in 1961, is also under construction at the New York Yard.

the enemy's carriers to the northeast. Meanwhile, however, the Japanese battleship forces pressed home an attack against 16 small carriers which had been supporting the landing. Two of these baby flattops were sunk before the Japanese, fearing a trap, pulled out. *Independence* emerged unscratched, and shortly after this epic encounter was engaged in strikes on Luzon and other enemy strongholds in the Philippines. After a brief respite at Ulithi, CVL 22 was back for the landings at Lingayen in January 1945, making strikes also on Formosa, the Ryukus, Indo-China, Hainan and the China coast.

From February to March 1945 *Independence* underwent a minor overhaul at Pearl Harbor. When ready for sea again, she left on what was to be a 62-day operation in support of the Okinawa operation. This was followed by 35 night strikes against the Japanese homeland, and endless sweeps, patrols and support missions over Kyushu preparatory to invasion. During this period the ship's air group was credited with the sinking of the cruiser *Oyodo*. The group continued surveillance flights of the Japanese homeland, searches for prisoner of war camps, and was finally assigned the duty of covering the landings on Japanese soil at the war's end.

After several Magic Carpet runs, *Independence* was assigned as a target vessel for the atomic bomb tests at Bikini in July 1946. The carrier was badly wrecked by the explosion, gutted by fire, and further damaged by internal explosions at her position one-half mile from ground zero. In a subsequent test the ship again survived, although by now she was highly radioactive. Towed to Kwajalein, she was eventually decommissioned on 28 Aug 1946.

Independence was berthed at Hunters Point, San Francisco, where radiological studies continued until 1951 when she was sunk off the California coast in special tests of new aerial and underseas weapons. She was stricken from the Navy list on 27 Feb 1951 but not before she had earned eight battle stars for operations in the Pacific area. That's a reputation to live up to.

TAFFRAIL TALK

ALL HANDS had an interesting visitor recently. He was Capitao de Corveta (or LCDR) Levi Scavarda of the Brazilian navy. Mr. Scavarda is "secretario" of the Brazilian *A Marinha em Revista*—which might be called the Brazilian ALL HANDS.

At one time a sailor (and *in sail*, as he hastens to tell you), Mr. Scavarda worked up to chief, was commissioned, and has over 42 years of service. An expert in documentation and publication, Mr. Scavarda is former director of the Brazilian navy's division of naval history; is a writer of books and histories; and the possessor of a fine knowledge of ships and the sea.

Until later this year, Mr. Scavarda will be studying publications, museum and archives in the Washington, D.C., area, after which he'll return to Brazil and his second consecutive summer (the seasons below the equator are opposite to ours).

The Brazilian navy celebrated 150 years of service to the nation on 7 Mar 1958. *A Marinha em Revista* signalized this happy event by a special issue telling of their history, their sailors and their Marines. We note in some of their issues that they play a game called *futebol*—in fact, the Brazilians have just won the world championship in this game (we call it soccer), a game that is probably the most widely played of all sports. From their magazine we also learn that they play *basquetebol, volibol,* and also go in for *boxe*. There's a lot more we could point out about our good friends in that country below the line that is larger than we are—even with Alaska—but we suggest you look it up for yourselves. Above all, you should see and meet some of these fine Brazilian navymen—there's a great deal to this People to People business.

★ ★ ★

IN ADDITION to the roar of jets, the thundering hoofbeats of 22 horses, the braying of one vagabond jackass, the strutting of several homeless peacocks, the bewildered moos of cattle and the frisky antics of two spunky colts make for new adventures at NAS Miramar.

This conglomeration establishes the residence and creates the setting for the air station's largest and most widely accepted special services project, a real honest-to-goodness western type riding stable.

The "Jet Ranch" corral—which features a 150- by 300-foot riding arena—encompasses about two and one-half acres and nature has provided probably the most perfect locale for a stable in the southern California area. Amply endowed with groves of eucalyptus trees, bushes and hills, the Camp Elliott property (which takes in about 60,000 acres) provides both horses and riders with ideal conditions for riding, sightseeing, comfort, action and fun.

From an imposing clump of trees and a barren patch of ground, Miramar's Jet Ranch has risen to be one of the biggest morale boosters for hundreds of sailors and Marines, and their dependents as well, at this large Naval Air Station. The ranch offers them a chance to relax, have fun and excitement, and in many cases, offers a touch of home. All in all, it's just a little more than what one would expect to find at a naval installation.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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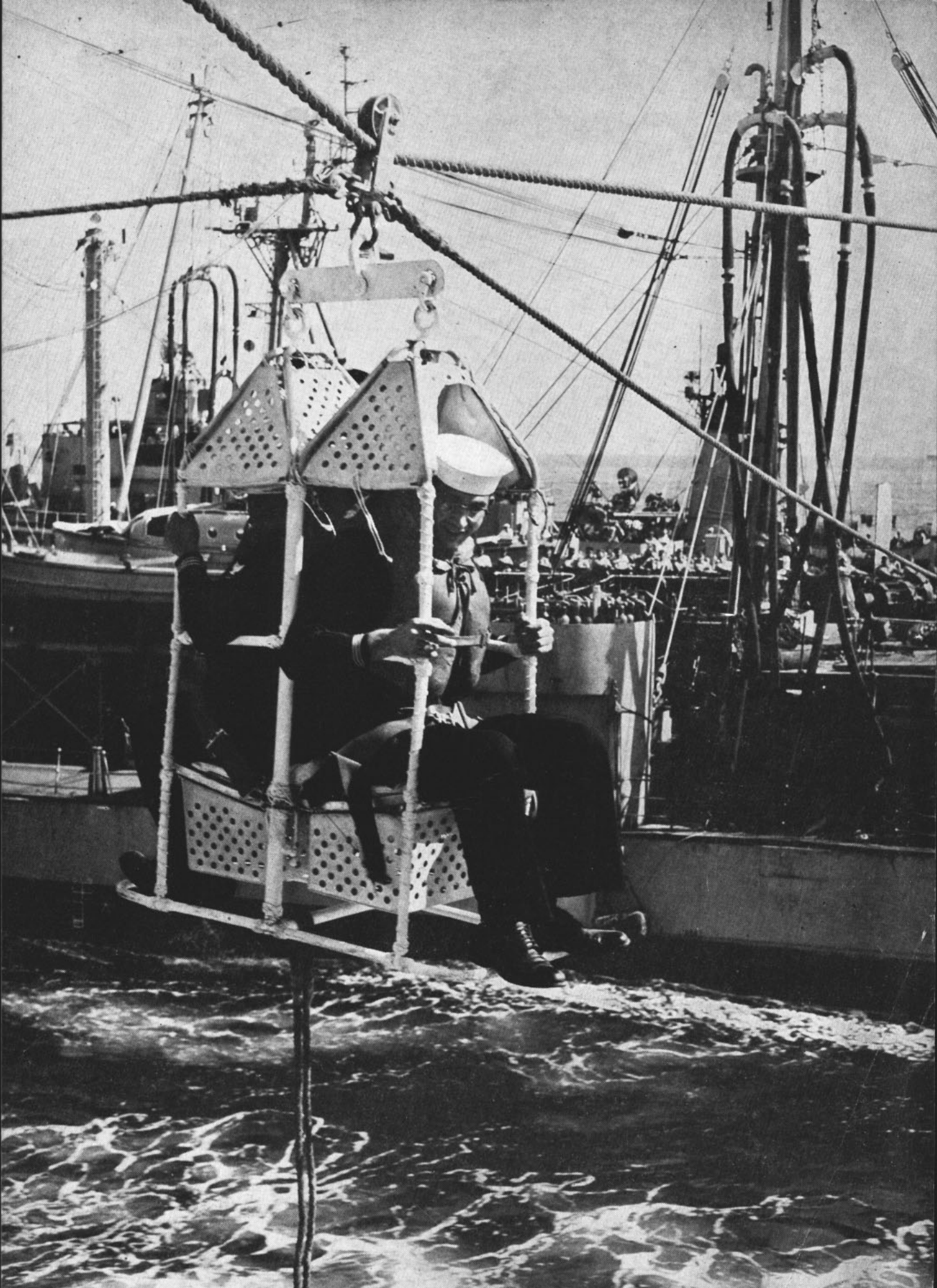
• **AT RIGHT: RIDING HIGH —** *Cruisermen take a ride in bosun's* **chair as they are transferred by highline at sea from USS *Chukawan* (AO 100) to USS *Salem* (CA 139).**



DRIVE SAFELY